TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

June 4, 2009

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: May 28, 2009

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – June 4, 2009

Herewith is the TBPOC Meeting Materials Packet for the June 4th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
June 4, 2009, 10:00 am – 1:00 pm
Caltrans Headquarters, Director's Conference Room, 1120 N Street, Sacramento

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	W. Kempton, CT	5 min	Information
2.	**TBPOC/ ABF/ TYLMN Discussion** a. SAS Mitigation and Acceleration Update***	PMT	60 min	Information
3.	**CONSENT CALENDAR** a. TBPOC May 7 Meeting Minutes* b. TBPOC May 19 Conference Call Minutes* c. YBITS Addendum #4 d. YBI Detour Contract Change Orders (CCOs): 1) CCO 129, S2* 2) CCO 140, S1* 3) CCO 141, S1* 4) CCO 153* 5) CCO 166, S1* 6) CCO 171* 7) CCO 184* 8) CCO 186*	 A. Fremier, BATA A. Fremier, BATA T. Anziano, CT D. Noel, CTC	 1 min 1 min 1 min 5 min	 Approval Approval Approval Approval
4.	**PROGRESS REPORTS** a. Draft May 2009 Monthly Progress Report**	A. Fremier, BATA	1 min	Approval
5.	**PROGRAM ISSUES** a. PMT Efficiency Recommendations*** b. Communications Plan Update*	PMT B. Ney, CT	30 min 15 min	Information Information
6.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES** a. Yerba Buena Island (YBI) Detour 1) East Tie-In (ETI) Update* 2) ETI Contingency Plan* 3) YBI Detour Budget Change* 4) YBI Detour Completion Date – CCO 91, S2* b. Yerba Buena Island Transition Structures No. 1 1) YBITS Addendum #5* c. Oakland Touchdown (OTD) No. 1 Update*	 T. Anziano, CT T. Anziano, CT T. Anziano, CT D. Noel, CTC T. Anziano, CT T. Anziano, CT	 5 min 10 min 15 min 5 min 5 min 5 min	 Information Approval Approval Information Approval Information
7.	**OTHER BUSINESS**			

Next TBPOC Meeting: July 2, 2009, 10:00 AM – 1:00 PM
Mission Bay Office, Conference Room 1906, Pier 7, Oakland

*Attachments
**Stand-alone document included in the binder
***Final documents still in process. To be provided as soon as available.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Table of Contents

TBPOC MEETING
June 4, 2009

*Attachments
**Stand-alone document included in the binder
***Final documents still in process. To be provided as soon as available.

ITEM 1: CHAIR'S REPORT

No Attachments

ITEM 2: TBPOC / ABF / TYLMN DISCUSSION

a. SAS Mitigation and Acceleration Update

(Final documents still in process. To be provided as soon as available.)

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS | BAY AREA TOLL AUTHORITY | CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a

Item- Consent Calendar
May 7, 2009 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the May 7, 2009 Meeting Minutes.

Attachment(s):
May 7, 2009 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
May 7, 2009, 1:00 PM – 4:00 PM
Conference Room 1906, Mission Bay Office, Pier 7, Oakland

Attendees: TBPOC Members: Will Kempton, Steve Heminger, and Bimla Rhinehart
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Ali Banani, Andre Boutros, Michele DiFrancia, Beatriz Lacson, Peter Lee, Brian Maroney, Effie Milionis, Dina Noel, Mo Pazooki, Gary Purcell (part time), Bijan Sartipi, Jon Tapping, Ken Terpstra, Deanna Vilcheck, and Jason Weinstein
Part-Time Participants, ABF: Pat Flaherty, Mike Flowers, Doug Fuller, Don Jones, Bob Luffy, Brian Petersen, and Peter Vanderwaart

Convened: 1:10 PM

Items	Action
1. CHAIR'S REPORT • Will Kempton, the Chair, offered a revised agenda for the TBPOC meeting: 1) TBPOC members will caucus; 2) TBPOC and staff will meet with the ABF team; 3) TBPOC will resume with the planned agenda. • Discussion/comments upon returning from the TBPOC private meeting included: o The Chair noted that while the PMT and management staff have been successful in delivering this significant project to date, the program has some issues that need to be addressed to improve effectiveness and program delivery. o Steve Heminger reiterated these points; he holds in high esteem the very talented team, but there exists a structural deficit within the organization that demands attention. Specifically, he noted: ➢ There are too many people drilling down on the same	• The TBPOC tasked the PMT, with Tony Anziano as lead, to gather operation issues and observations, and return to the TBPOC June 4 meeting with recommendations on how to streamline operations and improve working relationships to more effectively function as a team.

Items	Action
problem; ➢ Find a way to maximize resources without getting in each other's way; ➢ There ought to be more independent work done; ➢ Do we need to make specific assignments for each PMT member; ➢ Anticipate problems before they happen; ➢ How is communication flowing? • The Chair welcomed Bimla Rhinehart, newly appointed CTC Executive Director, as the new member of the TBPOC. • The Chair reported that the State budget situation is not good. o Survey results show that out of six initiatives on the May ballot, only one (limits on legislators' salaries) is favored to pass. Lack of ballot support and suspension of Proposition 42 could grind transportation projects to a halt.	
2. CONSENT CALENDAR a. April 2, 2009 TBPOC Meeting Minutes b. April 9, 2009 TBPOC Conference Call Minutes c. Contract Change Orders (CCO) • West Approach CCO 191 in the amount of $3,962,180 to compensate the contractor for Contractor-Controlled Insurance Program (CCIP) costs incurred due to Department changes to the contract.	• The TBPOC **APPROVED** the consent calendar items.
3. PROGRAM ISSUES a. TBSRP Capital Outlay Support (COS) Update	

Items	Action
• Ali Banani gave a presentation on the FY 08-09 COS budget status and the FY 09-10 COS budget proposal. o Since the TBPOC March 2009 reporting, the FY 08-09 COS expenditure forecast decreased by $3.5 million due mainly to staff furloughs. o The forecast ($126M) is below the FY 08-09 budget ($131.7M), but above the TBPOC target ($117.4M). o The Program is moving forward with a full allocation of $131.7M to the State, and with $111.7M request to BATA. o A 5% reduction in the FY 09-10 budget is proposed, as opposed to the TBPOC 10% reduction target, without dire consequences. A question was posed regarding the consequences. o Adherence to the staffing plan is being communicated and resources being applied as effectively as possible. • The TBPOC indicated willingness to reconsider the COS budget pending needs and risks, even prior to BATA's action on the budget on June 10.	• Consider COS when submitting recommendations on how to improve the organization (see first action item). • Staff to demonstrate how effectively the COS is being managed by documenting differences between one year and the next. • Ali Banani to e-mail the TBPOC the updated presentation.
b. Cost Forecast Changes • Peter Lee presented, for TBPOC approval, cost forecast changes (based on the 2008 4th Quarter Risk Management assessment) for incorporation into the First Quarter 2009 Project Progress and Financial Update report. o It is anticipated that budget change requests will be presented for the SAS COS and the YBI Detour capital outlay and COS, given the project schedules and	• The TBPOC **APPROVED** the cost forecast changes presented for incorporation into the First Quarter 2009 Project Progress and Financial Update.

Items	Action
depending on the COS allocation for FY 09-10. c. Draft First Quarter 2009 Project Progress and Financial Update • Peter Lee presented, for TBPOC approval, the reporting guidelines (as noted in Table 1 of the report) for this first combined report that replaces the previously separate monthly and quarterly reports. • The TBPOC requested that the cover letters be revised to include explanations for the forecast changes.	• The TBPOC **APPROVED** the reporting guidelines for the First Quarter 2009 Project Progress and Financial Update, as presented. • The TBPOC **APPROVED** the Draft First Quarter 2009 Project Progress and Financial Update, with instruction to revise the cover letters to include appropriate explanations for the forecast changes, as discussed. The TBPOC to review the final draft letters before they are sent out.
4. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Self-Anchored Suspension (SAS) Superstructure (NOTE: This item was covered out of agenda sequence.) 1) TBPOC /ABF Mitigation and Acceleration Update • The Chair welcomed the ABF team. Bob Luffy acknowledged receipt of CCO 108, indicated ABF's appreciation for its tone and content, and distributed a handout in response. The handout included East End Detailing projections, East End Detailing impact to opportunity schedule, OBG and Tower Shop Drawing development, ABFJV Proposed framework for CCO-108 (v0, 5/7/2009), Appendix A to CCO-108 Proposal (5/7/2009). • Discussion/comments included: o Bob Luffy emphasized the need to accelerate the shop	

Items	Action
drawing approval process and that the return time is now critical. o This discussion should have included the participation of the design joint venture (DJV) team of TY Lin/Moffatt & Nichol (TYL/M&N), which should be invited to similar discussions in the future. o With 12E as a major benchmark, the Chair suggested day-to-day monitoring and doing whatever is necessary to ensure that the May 30 approved-for-fabrication date is met. ➢ ABF assured the TBPOC that resources are committed to making this target. The Department sees it as doable. o Instill in Candraft what the target dates are and that they have to be met. o It was suggested that in lieu of a letter, bringing the subs and DJV together in a meeting about achieving the target dates is an option that the YBID project used successfully. o Increase the number of qualified people where they are needed to make up for lost time. o The TBPOC is open, with no uncertainty, to acceleration incentives. o ABF agrees with the CCO, in general. As long as they are appropriately compensated, they will do everything possible to meet the CCO goals and resolve outstanding issues.	• Contractor/Owner to send letters to their subs/DJV communicating the schedule/ goals outlined in the ABF submittal today, emphasizing strict adherence to them.

Items	Action
o Tony Anziano indicated CCO coordination and wrap-up will be accomplished within a week. o The July 22 first shipment is likely to happen a month early. A planned trip by the TBPOC to China to coincide around the first shipment date is not likely to occur given the State budget situation.	• Staff to submit revised CCO 108 to the TBPOC via conference call within two weeks. Staff to provide a broader resolution to the TBPOC by the June 4th meeting.
b. Yerba Buena Island Detour (YBID) 1) East Tie-In (ETI) Update • Tony Anziano reported that the ETI roll-out/roll-in (RORI) during the Labor Day 2009 weekend could entail a four-day bridge closure due to Mammoet's wind factor safety concerns. o The Chair recalled that the last time we did this, the Bay Area Council expressed reservations about a four-day closure. o A four-day completion schedule will be presented to the TBPOC next month.	• Although presented as an informational item, the TBPOC **APPROVED** a four-day Labor Day weekend SFOBB closure for the ETI RORI.
2) Contract Change Order (CCO) 134 (Electrical Work) • Dina Noel presented, for TBPOC approval, CCO 134, in the amount of $2,300,924 to delete Item No. 78, electrical work, from the contract plans. o The CCO will compensate the contractor for the extra work required to incorporate all design changes that occurred after contract award that affected the original electrical system installation plan for the project.	• The TBPOC **APPROVED** CCO 134 in the amount of $2,300,924, as presented.

Items	Action
c. Yerba Buena Island Transition Structures (YBITS) No. 1 1) Bid Opening Addendum o Stephen Maller requested TBPOC approval to revise the bid opening date for the YBITS No. 1 contract from July 14, 2009 to December 15, 2009. o The revised bid opening date will allow the following: ➢ Completion of the RORI on Labor Day 2009; ➢ Completion of the integrated shop drawings (ISD) and their addition to the contract prior to bid opening; and ➢ Work on submittals by the YBITS contractor for five and a half months before the work area is available. o To preserve the YBITS schedule, there will be an additional $1M in COS cost associated with work on integrated shop drawings. d. Oakland Touchdown (OTD) No. 1 Update • Tony Anziano reported that the project is proceeding well and on schedule.	• The TBPOC **APPROVED** revising the YBITS No. 1 contract bid opening date, as presented.
8 OTHER BUSINESS a. Dumbarton / Antioch Bridge Update • Mo Pazooki reported that the Department design teams have made much progress since the November 2008 update to the TBPOC, and provided an update on each bridge regarding pertinent submittals to appropriate agencies. • AB 1175 was introduced by Assemblyman Tom Torlakson on February 27, 2009, which was	

Items	Action
amended in the Assembly on April 14, 2009. o The bill provides for the addition of the seismic safety improvement projects on the Antioch and Dumbarton Bridges to the TBSRP. o The bill passed the Transportation Committee and is currently in the Assembly Appropriations Committee.	

Adjourned: 4:22PM

MEETING MINUTES
May 7, 2009, 1:00 PM – 4:00 PM
Conference Room 1906, Mission Bay Office, Pier 7, Oakland

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3b

Item- Consent Calendar
May 19, 2009 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the May 19, 2009 Conference Call Minutes.

Attachment(s):
May 19, 2009 Conference Call Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

May 19, 2009, 4:00 PM – 5:00 PM

Attendees: TBPOC Members: Will Kempton, Steve Heminger and Bimla Rhinehart
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Beatriz Lacson, Peter Lee, Dina Noel, Gary Pursell, Pete Siegenthaler, Jon Tapping (part-time), and Ken Terpstra

Convened: 4:04 PM

Items	Action
1. Self-Anchored Suspension (SAS) Superstructure a. TBPOC/ABF Mitigation and Acceleration 1) Contract Change Order (CCO) 108, $45 million (Fabrication-related Compensation) • The Chair stated that the teleconference was convened to act on CCO 108 which reflects the discussion at the May 7th meeting and the offer to ABF approved by the TBPOC. • Tony Anziano noted that CCO 108 has been discussed with ABF to ensure that the language meets their approval, and that the CCO amount remains the same as agreed to at the May 7th TBPOC meeting, but slightly different in that: ➢ it focuses solely on Deck Sections 1-11 (the East End will be addressed separately); and ➢ it specifically provides $32 million, (over and above the $13 million-Department participation in the ZPMC incentive compensation), for direct cost of known CCO's, Notices of Potential Changes (NOPC's), and	

Items	Action
Requests for Change Orders (RFCO's) ($10.8 million) and compensation for indirect impacts of the first four months of delay ($21.2 million). o Per Tony Anziano, ABF has indicated that they would sign CCO 108 pending ZPMC concurrence. • Discussion/comments included: o This CCO covers 120 days of Time-Related Overhead (TRO) which extends the contract by that many days. o It was confirmed that the CCO 108 amount of $45 million is included in the Risk Register's $227 million total published in the new quarterly report. o There is no need to change the budget as the SAS project contingency has funds available to cover this CCO. o Steve Heminger noted that this CCO is the first in a two-step effort toward global resolution and asked what our expectation is for the second step - how do we deal with unresolved issues and who will lead from our side. ➢ Per Tony Anziano, there is a structure in place to resolve outstanding issues with Pete Siegenthaler at the helm. ➢ Andy Fremier has proposed via e-mail a paradigm change in the way our tri-agency Program deals with this and other situations in the future. o The Chair indicated that the TBPOC is receptive to recommendations that the PMT can agree on how to do business going forward and effectively work as a team, e.g., shifting directional responsibilities. o When it was suggested that there may be a possible divergence of	• The TBPOC reiterated its May 7th request that the PMT submit to the TBPOC at the June 4th meeting recommendations on how to improve future operations, and additionally, provide the benefits to Andy Fremier's proposed paradigm change.

Items	Action
views that require delaying decision on CCO 108 for the next meeting, the unanimous consensus was for the TBPOC to act on it now in order to proceed to the next step.	• The TBPOC **APPROVED** CCO 108, as presented.

Adjourned: 4:28 PM

CONFERENCE CALL MINUTES
May 19, 2009, 4:00 PM – 5:00 PM

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 3c

Item- Consent Calendar
Yerba Buena Island Transition Structure (YBITS) No.1 Addendum #4

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The TBPOC at its May 7, 2009 meeting approved extending the YBITS No. 1 bid opening date from July 14, 2009 to December 15, 2009. Per AB 144 / SB 66 requirements, the PMT is requesting that the TBPOC formally approve YBITS No. 1 Addendum No. 4 (attached), which informs all the bidders about the revised bid opening date.

Attachment(s):
Addendum No. 4

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
OFFICE ENGINEER, MS 43
1727 30TH STREET
P.O. BOX 168041
SACRAMENTO, CA 95816-8041
FAX (916) 227-6214
TTY 711

Flex your power!
Be energy efficient!

May 27, 2009

04-SF-80-12.7/13.2
04-0120S4

Addendum No. 4

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN THE CITY AND COUNTY OF SAN FRANCISCO FROM THE YERBA BUENA TUNNEL TO 0.6 KM EAST OF YERBA BUENA TUNNEL.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on Tuesday, December 15, 2009, instead of the original date of July 14, 2009.

This addendum is being issued to set a new bid opening date as shown herein.

To Bid book holders:

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the Notice to Bidders section of the Notice to Bidders and Special Provisions.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the Bid book.

Submit bids in the Bid book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

This office is sending this addendum by confirmed facsimile to all book holders to ensure that each receives it. A copy of this addendum is available for the Contractors' use on the Web site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Bid book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Division of Engineering Services - Office Engineer

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 3d

Item- Consent Calendar
Yerba Buena Island Detour Contract Change Orders (CCOs)

Recommendation:
APPROVAL

Cost:
West Tie-In Phase II –

CCO 141 - S1	$1,500,000.00
East Tie-In –	
CCO 129-S2	$1,177,000.00
CCO 140-S1	$300,000.00
CCO 140-S2	$0.00
CCO 153	$2,389,940.00
CCO 166-S1	$900,000.00
CCO 171	$10,147,370.00
CCO 184	$3,000,000.00
CCO 186	$2,635,910.00

Schedule Impacts:
Schedule impacts are being addressed under CCO 91 Supplemental 2 currently under negotiations (see Item 6a4).

Discussion:
West Tie-In Phase II –
CCO 141 – S1 in the amount of $1,500,000 covers for the total incentive payment made to the contractor for building the Frame 1 bent cap superstructure. The original CCO was approved for $13,200,000.

East Tie-In –
CCO 129-S2 in the amount of $1,177,000 (for information only) provides for final incentive payment as agreed to on CCO 129-S1 to accelerate the truss erection work.

The original CCO 129 was approved for $14,712,500 and CCO 129-S1 was approved for $535,000.

CCO 140-S1 in the amount of $300,000 (for information only) provides for final incentive payment as agreed to on CCO 140 to accelerate the truss fabrication work. The $300,000 are covered by the TBPOC previously approved CCO 140 in the amount of $10,920,525.

CCO 140-S2 incorporates the design changes into the final construction contract plans.

CCO 153 in the amount of $2,389,940 compensates the contractor for the costs of constructing the east tie-in concrete deck.

CCO 166-S1 in the amount of $900,000 covers for the total incentive payment made to the contractor for fabrication of the skid bents. The original CCO was approved for $2,028,000.00.

CCO 171 in the amount not of $10,147,370 compensates the contractor for the costs to roll out the existing YB4 span and roll in the new east tie-in structure.

CCO 184 is a $3,000,000 partial payment of costs incurred by the contractor as a result of design changes impacting the shop drawings needed to fabricate the east tie-in steel truss. The final compensation is still under negotiations.

CCO 186 in the amount of $2,635,910 compensates the contractor for costs to provide traffic management systems during the 4-day Labor Day Bay Bridge closure and traffic switch onto the YBI Detour.

Attachment(s):

1. Draft CCOs: 129-S2, 140-S1,141-S1, 153, 166-S1, 171, 184, and 186
2. Draft CCO Memoranda: 129-S2, 140-S1, 141-S1, 153, 166-S1, 171, 184, and 186

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 129	Suppl. No. 2	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum:

In accordance with provisions of Contract Change Order No. 129, Supplement No. 1, provide compensation to the Contractor for completing the erection of the East Tie-In truss by June 1, 2009.

The Contractor will be compensated a lump sum of $1,177,000.00. This sum constitutes full and final compensation for all costs, including all markups, for the work specified herein.

Total Cost of Adjustment of Compensation at Lump Sum $1,177,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$1,177,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: **If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **129** SUPPLEMENT#: **2** Category Code: **BZZZ**	CONTINGENCY BALANCE (incl. this change) **$47,562,213.59**
COST: **$1,177,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: ETI Erection Costs	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**0** Day(s)	**1195** Day(s)	**252** %	**7**

THIS CHANGE ORDER PROVIDES FOR:

compensating the Contractor for achieving the full incentive payment as specified under Contract Change Order No. 129, Supplement No. 1 for the early completion of the erection of the East Tie-In steel truss.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In to Yerba Buena Island and the Viaduct structure between the two tie ins.

A December 14, 2006 Department strategy memorandum, approved by Tony Anziano, Toll Bridge Program Manager, and Richard Land, Chief Engineer, recommended that the Department assume the design responsibility for the East Tie-In (ETI) structure. Based on this memorandum, the design of the structure was changed from a design that incorporated the existing steel truss bridge with the new structure to a design that replaces the existing structure with a new structure (roll out / roll in).

Contract Change Order No. 129, Supplement No. 1 provided compensation to the contractor to complete the erection of the ETI steel truss by June 19, 2009. The change order also specified incentive payments to be provided based on the contractor completing the steel erection prior to June 19, 2009. The contractor has now completed the steel erection and has achieved the full incentive payment as specified under the change order.

This change order provides for the full incentive payment as specified under Change Order No. 129, Supplement No. 1.

Compensation shall be paid as an adjustment of compensation at an agreed lump sum price of $1,177,000.00 which shall be financed from the contract's contingency funds. A cost analysis are on file.

There will be no time adjustment due to work of this change since the work involved does not affect the controlling operation.

This change was concurred with by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinator. TBPOC Approval pending.

Maintenance concurrence is not required as this is an administrative change.

CONCURRED BY:		
Construction Engineer:		Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$14,712,500.00
ADJUSTMENT	$1,177,000.00	$1,712,000.00
TOTAL	$1,177,000.00	$16,424,500.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 140	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Unit Price:

Provide payment for contractor incentives for early completion of the fabrication and delivery of the steel truss of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)).

30 days @ $10,000/day = $300,000.00

Total Cost of Adjustment of Compensation at Agreed Unit Price $300,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$300,000.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	**Resident Engineer** BILL CASEY	**Date**

Approval Recommended by

Signature	**SFOBB Construction Manager** MIKE FORNER	**Date**

Engineer Approval by

Signature	**SFOBB Construction Manager** MIKE FORNER	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: **If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by

Signature	**(Print name and title)**	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: E.A. 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	FED. NO. ACBRIM-080-1(097)N
CCO#: 140 SUPPLEMENT#: 1 Category Code: BZZZ	CONTINGENCY BALANCE (incl. this change) $64,018,433.59
COST: $300,000.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☐ YES ☑ NO
SUPPLEMENTAL FUNDS PROVIDED: $0.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Stinger Truss Fabrication Incentive	PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	DEF Day(s)	1195 Day(s)	252 %	8

THIS CHANGE ORDER PROVIDES FOR:

compensation for contractor incentives for early completion of the fabrication and delivery of the steel truss of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)).

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins.

A December 14, 2006 Department strategy memorandum, approved by Tony Anziano, Toll Bridge Program Manager, and Richard Land, Chief Engineer, recommended that the Department assume the design responsibility for the East Tie-In (ETI) structure. Based on this memorandum, the design of the structure was changed from a design that incorporated the existing steel truss bridge with the new structure to a design that replaces the existing structure with a new structure (roll out / roll in).

This supplemental was anticipated by the original Contract Change Order No. 140, which has been approved and executed. Approval for this change order from the TBPOC was granted on September 4, 2008. As such it is not necessary for the Contractor to sign this supplemental, which will be processed unilaterally. Compensation for this change shall be performed as Adjustment of Compensation at Agreed Unit Price for a total cost of $300,000.00, which can be financed through the Contingency Fund.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred with by Alec Melkonians - Asst. Project Manager and Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinatro.

Maintenance concurrence is not required, as this work does not affect any permanent roadway features.adway features.

CONCURRED BY:		
Construction Engineer:		Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$10,920,525.00
ADJUSTMENT	$300,000.00	$300,000.00
TOTAL	$300,000.00	$11,220,525.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 141	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Unit Price:

Provide payment for contractor incentives for early completion of the construction work as specified in Contract Change Order No. 141 as related to the West Tie-In Phase 2 superstructure of the Temporary Bypass Structure (Bridge # 34-0006 (TEMP)).

50 days @ $30,000/day = $1,500,000.00

Total Cost of Adjustment of Compensation at Agreed Unit Price $1,500,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$1,500,000.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: **If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **141** SUPPLEMENT#: **1** Category Code: **BZZZ**	CONTINGENCY BALANCE (incl. this change) **$56,808,143.60**
COST: **$1,500,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: WTI Superstruc Load Transfer Incentive	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

This change provides for payment for contractor incentives for early completion of the construction work as specified in Contract Change Order 141 as related to the West Tie-In Phase 2 superstructure of the Temporary Bypass Structure (Bridge # 34-0006 (TEMP)).

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins.

A December 14, 2006 Department strategy memorandum, approved by Tony Anziano, Toll Bridge Program Manager, and Richard Land, Chief Engineer, recommended that the Department assume the design responsibility for the West Tie-In (WTI) structure, Phase 1 & 2 work.

This supplemental was anticipated by the original Contract Change Order No. 141, which has been approved and executed. Approval for this change order from the TBPOC was granted on November 14, 2008. As such it is not necessary for the Contractor to sign this supplemental, which will be processed unilaterally. Compensation for this change shall be performed as an Adjustment of Compensation at Agreed Unit Price for a total cost of $1,500,000.00, which can be financed through the Contingency Fund.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred with by Alec Melkonians - Asst. Project Manager and Hong Wong - Project Engineer.

Maintenance concurrence is not required, as this work does not affect any permanent roadway features.

CONCURRED BY:			
Construction Engineer:	Bill Casey, Resident Engineer	Date	
Bridge Engineer:		Date	
Project Engineer:	Hong Wong, PE	Date	5/13/09
Project Manager:	Alec Melkonians	Date	5/13/09
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):		Date	
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date	5/15/09
Resident Engineer's Signature:		Date	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$500,000.00
AGREED PRICE	$0.00	$12,700,000.00
ADJUSTMENT	$1,500,000.00	$1,500,000.00
TOTAL	$1,500,000.00	$14,700,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 153	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Perform all work shown on the revised plan sheets of Pages No. 3 through 9 of this change order and the original plan sheets and specifications as shown on Pages No. 3 through 84 of Change Order No. 140 for the construction of the concrete deck for the steel truss of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)

For this work, the Contractor shall be compensated a lump sum of $2,389,940.00. Except for the items of work specifically excluded below, this sum constitutes full and final compensation, including all markups, for all costs associated with the work of this change.

All revisions to the concrete deck shown on Pages No. 3 through 10 of this change order shall supersede the original plan sheets issued under Change Order No. 140.

Compensation paid under this change order is based on a 4-stage pour sequence as defined by the Department's response to Request for Information No. 000150.

All work associated with furnishing and installing the joint seal assemblies for the expansion joints at the center of the uppe and lower concrete decks is included in the lump sum compensation provided under this change order.

All work associated with constructing the Type 732 concrete barrier (including all barrier reinforcing steel both in the barrier and the concrete deck), furnishing and installing the Bent 52A and Pier E1 expansion joints, expansion joint steel barriers, and permanent bearings, is excluded from this change order. Any costs associated with these items of work shall be paid under separate change orders.

All work associated with the implementation and maintenance of the Contractor's Storm Water Pollution Prevention Plan and erosion control, including concrete washouts, shall be paid by the Department separately from this change order.

Flagging costs associated with this work shall be paid under Change Order No. 1 with these costs being paid at 50% by the Department. The remaining flagging costs are considered to be included in the lump sum compensation provided under this change order.

The compensation provided under this change order is based on the construction of the concrete decks being performed under a daily double shift schedule in an effort to support the placement of traffic on the Temporary Bypass Structure by September 8, 2009.

The Engineer shall establish lines and grades required for the completion of this work in accordance with Section 5-1.07 of the Standard Specifications.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

Total Cost of Extra Work at Lump Sum $2,389,940.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 153	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

All payment clauses contained within the specifications cited under this change order are superseded by the agreed lump sum payment method specified above.

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$2,389,940.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	**Resident Engineer** BILL CASEY	**Date**

Approval Recommended by

Signature	**SFOBB Construction Manager** MIKE FORNER	**Date**

Engineer Approval by

Signature	**SFOBB Construction Manager** MIKE FORNER	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: **If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by

Signature	**(Print name and title)**	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: E.A. 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	FED. NO. ACBRIM-080-1(097)N
CCO#: 153 SUPPLEMENT#: 0 Category Code: CXXX	CONTINGENCY BALANCE (incl. this change) $48,492,583.59
COST: $2,389,940.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: $0.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Construct ETI Concrete Deck	PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	DEF Day(s)	1195 Day(s)	252 %	8

THIS CHANGE ORDER PROVIDES FOR:

the construction of the concrete decks of the East Tie-In structure.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In to Yerba Buena Island and the Viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the Toll Bridge Program Oversight Committee. This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The new design of the ETI structure provides for a roll-out / roll-in concept with a new double deck steel truss span being erected adjacent to the existing span and then rolled into place after the existing span is rolled out.

Contract Change Order No. 90 provided for the elimination of the planned ETI structure that was covered under a lump sum contract bid item and Contract Change Orders No. 112, No. 129, and No. 140 provided for the fabrication and erection of the ETI truss. This change order provides for the construction of the upper and lower concrete decks of that steel truss.

The work encompassed under this change includes the placement of approximately 940 cubic meters of concrete, 310,000 kilograms of reinforcing steel, and 2 joint seal assemblies that provide flexibility in the center of the deck in order to alleviate excessive stresses during the roll in of the structure. The work will take place approximately 150 feet in the air with limited access to the structure and will be performed on a double shift schedule in order to help meet the planned roll in date during Labor Day Weekend of 2009.

Compensation shall be paid as extra work at an agreed lump sum price of $2,389,940.00, which shall be financed from the contract's contingency funds. A cost analysis is on file.

The cost of constructing the concrete barrier, expansion joints, and bearings at the Bent 52A and Pier E1 supports shall be paid under separate change orders as costs associated with these items of work have not been determined to date.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinator. TBPOC Approval pending.

Maintenance concurrence is not required as this change doesn't affect any permanent roadway features.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$2,389,940.00	$2,389,940.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$2,389,940.00	$2,389,940.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 166	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Unit Price:

Provide payment for contractor incentives for early completion of the fabrication of the skid bent and skid beam of the East Tie-In portion of the temporary Bypass Structure (Bridge # 34-0006 (TEMP)).

20 days @ $42,860/day = $857,200.00

1 day @ $42,800/day = $42,800.00

Total Cost of Adjustment of Compensation at Agreed Unit Price $900,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$900,000.00**

By **reason of this order the time of completion will be adjusted as follows:** Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: **If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: E.A. 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	FED. NO. ACBRIM-080-1(097)N
CCO#: **166** SUPPLEMENT#: **1** Category Code: **BZZZ**	CONTINGENCY BALANCE (incl. this change) **$58,308,143.60**
COST: **$900,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Thompson Metal Fab Incentive	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

compensation for contractor incentives for early completion of the fabrication of the skid bent and skid beam of the East Tie-In portion of the Temporary Bypass Structure (Bridge # 34-0006 (TEMP)).

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins.

A December 14, 2006 Department strategy memorandum, approved by Tony Anziano, Toll Bridge Program Manager, and Richard Land, Chief Engineer, recommended that the Department assume the design responsibility for the East Tie-In (ETI) structure. Based on this memorandum, the design of the structure was changed from a design that incorporated the existing steel truss bridge with the new structure to a design that replaces the existing structure with a new structure (roll out / roll in).

This supplemental was anticipated by the original Contract Change Order No. 166, which has been approved and executed. Approval for this change order from the TBPOC was granted on December 23, 2008. As such it is not necessary for the Contractor to sign this supplemental, which will be processed unilaterally. Compensation for this change shall be performed as an Adjustment of Compensation at Agreed Unit Price for a total cost of $900,000.00, which can be financed through the Contingency Fund.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred with by Alec Melkonians - Asst. Project Manager and Hong Wong - Project Engineer.

Maintenance concurrence is not required, as this work does not affect any permanent roadway features.

CONCURRED BY:			
Construction Engineer:	Bill Casey, Resident Engineer	Date	
Bridge Engineer:		Date	
Project Engineer:	Hong Wong, PE	Date	5/13/09
Project Manager:	Alec Melkonians	Date	5/13/09
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):		Date	
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date	5/15/09
Resident Engineer's Signature:		Date	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$900,000.00	$2,928,950.00
TOTAL	$900,000.00	$2,928,950.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 171	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Perform all work shown on the plan sheets and specifications of Pages No. 3 through 20 of this change order for the roll ou of the Span YB4 steel truss of the existing structure (Bridge No. 33-0025) and the roll in of the steel truss of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)).

Compensation paid under this change order includes all costs associated with the following 4 items of work:

1) Furnishing, installing, and removing all equipment and material necessary to perform the roll out and roll in operations in accordance with the plans and specifications of this change order and the approved shop drawings (Listed as SAP No: 7000043592; Project No: 0010026943-P038-D) pertaining to the roll out and roll in operations as issued by Mammoet USA Inc. and as authorized by the Engineer. This work includes but is not limited to furnishing and installing the skid shoes, skid tracks, and skid assembly; push pull units; tow bars; hydraulic jacks; and all appurtenances.

2) Furnishing and installing the 8 structural steel supports installed between the bottom chord and the skid beam for both the YB4 and ETI trusses necessary for the roll out and roll in operations in accordance with the plans and specifications of this change order and the approved shop drawings (Listed as SAP No: 7000043592; Project No: 0010026943-P038-D) pertaining to the roll out and roll in operations as issued by Mammoet USA Inc. and as authorized by the Engineer. This work includes but is not limited to furnishing and installing all distribution, stability, transverse and haunch beams; all pot bearings, plates and shims; all support brackets; and all appurtenances.

3) Performing the actual roll out and roll in operations of the YB4 and ETI steel truss spans except for any costs specifically excluding in this change order.

4) All costs incurred by Mammoet USA Inc. concerning the roll out of the existing Span YB4 and the roll in of the new steel truss of the East Tie-In.

For this work, the Contractor shall be compensated a lump sum of $10,147,370.00. Except for the items of work specifically excluded in this change order, this sum constitutes full and final compensation, including all markups, for all costs associated with the work of this change.

All costs associated with the following 7 items of work are excluded from this change order:

1) Support costs concerning work to be performed by C.C. Myers Inc. and their steel erection subcontractor Danny's Construction Co., Inc. during the actual roll in and roll out operations of the YB4 and ETI steel truss spans to be performed during the extended weekend closure of the San Francisco Oakland Bay Bridge.

2) The removal of the 8 structural steel supports installed between the bottom chord and the skid beam for both the YB4 and ETI trusses as defined by Item 2 in the above section.

3) Furnishing and installing concrete barrier and placing pavement delineation for the ETI truss after the structure is rolled into its permanent alignment.

4) Furnishing and installing the Bent 52A and Pier E1 expansion joints and expansion joint steel barriers.

5) Furnishing and installing the Bent 52A and Pier E1 permanent bearings.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 171	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

6) Any costs associated with the actual closure of the San Francisco Oakland Bay Bridge.

7) Work associated with the implementation and maintenance of the Contractor's Storm Water Pollution Prevention Plan and erosion control, including concrete washouts.

Any costs associated with these 7 items of work shall be paid under separate change orders.

Flagging costs associated with this work shall be paid under Change Order No. 1 with these costs being paid at 50% by the Department. The remaining flagging costs are considered to be included in the lump sum compensation provided under this change order.

The compensation provided under this change order is based on the roll out and roll in operations being performed over during the full closure of the San Francisco Oakland Bay Bridge beginning at 8:00 PM on September 3, 2009 and ending no later than 5:00 AM on September 8, 2009.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

Total Cost of Extra Work at Lump Sum $10,147,370.00

All payment clauses contained within the specifications cited under this change order are superseded by the agreed lump sum payment method specified above.

Estimated Cost: Increase ☑ Decrease ☐ **$10,147,370.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: E.A. 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	FED. NO. ACBRIM-080-1(097)N
CCO#: 171 SUPPLEMENT#: 0 Category Code: CHXX	CONTINGENCY BALANCE (incl. this change) $48,845,213.59
COST: $10,147,370.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: $0.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: ETI Roll Out / Roll In	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	DEF Day(s)	1195 Day(s)	252 %	8

THIS CHANGE ORDER PROVIDES FOR:

the roll out of the existing steel truss and the roll in of the new steel truss of the East Tie-In structure.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC. This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The new design of the ETI structure provides for a roll-out / roll-in concept with a new double deck steel truss span being erected adjacent to the existing span and then rolled into place after the existing span is rolled out. This change order provides for the actual operations concerning the roll out of the existing structure and the roll in of the new structure.

The work encompassed under this change includes furnishing and erecting the 8 separate steel support structures that distribute the weight of the 2 trusses to the skid bent support system during the roll out and roll in (RORI) operations along with furnishing, installing and removing the 8 skid assemblies, including push pull units and hydraulic jacks, which will provide for the actual roll out and roll in of the structures.

The RORI operations are currently scheduled to be performed over a planned 4-day closure of the San Francisco Oakland Bay Bridge during Labor Day Weekend of 2009. Support costs associated with this work during the actual weekend along with the removal of the 8 structural steel supports and numerous other operations indirectly associated with the RORI operations and weekend closure are deferred and shall be paid under separate change orders. The complete scopes of many of these deferred items of work have not been clearly defined to date. Other items of work have been paid under separate change orders as those scopes of work have been defined and compensation has been agreed to.

Compensation for the work of this change shall be paid as extra work at an agreed lump sum price of $10,147,370.00, which shall be financed from the contract's contingency funds. A cost analysis is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinator. TBPOC Approval pending.

Maintenance concurrence is not required as this change doesn't affect any permanent roadway features.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$10,147,370.00	$10,147,370.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$10,147,370.00	$10,147,370.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 184	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum:

Provide compensation to the Contractor for additional costs, incurred by the Contractor's fabricator Stinger Welding Inc., during the fabrication of the steel truss of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)) due to Department delays, changes and impacts to the fabrication process.

For these costs, the Contractor shall be compensated a lump sum of $3,000,000.00. In the event the Contractor document additional costs incurred due to Department delays, changes or impacts to the truss fabrication, a supplemental change order shall be issued to provide compensation for those costs.

Total Cost of Adjustment of Compensation at Lump Sum $3,000,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$3,000,000.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	**Resident Engineer** BILL CASEY	**Date**

Approval Recommended by

Signature	**SFOBB Construction Manager** MIKE FORNER	**Date**

Engineer Approval by

Signature	**SFOBB Construction Manager** MIKE FORNER	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	**(Print name and title)**	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **184** SUPPLEMENT#: **0** Category Code: **CHXX**	CONTINGENCY BALANCE (incl. this change) **$53,808,143.60**
COST: **$3,000,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Stinger ETI Truss Fabrication Impacts	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

partial compensation of additional costs incurred by the Contractor due to Department impacts to the steel fabrication of the East Tie-In truss.

This project, the Temporary Bypass Structure (TBS), provides for the construction of a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins.

Contract Change Order No. 140 was issued in the amount of $10,920,525.00 to provide for the fabrication of the steel truss of the ETI portion of the structure. During the fabrication of this truss, the contractor incurred considerable impacts due to Department delays associated with the approval of truss shop drawings and various Department changes to the design of the truss. Based on these delays and changes, the contractor has requested approximately $8,500,000.00 in compensation.

A review of these submitted costs has determined significant compensation owed to the contractor based on entitlement. However, additional analysis remains to be performed based on further documentation of impacts and actual costs incurred.

This change accounts for partial compensation of the contractor's total incurred costs pending final resolution and verification of said costs.

The contractor shall be paid the lump sum of $3,000,000.00, which accounts for partial compensation due the contractor, in order to mitigate incurring further interest, loan fees, and miscellaneous bank charges resulting from these Department impacts. Further compensation due the contractor is currently under discussion and is contingent upon the contractor providing additional information regarding this issue including but not limited to independent overhead audits, detailed cost analyses, fabrication timelines, and planned versus actual production rates. Further compensation will be provided under a separate supplemental change order once the final compensation package has been agreed to.

Compensation shall be paid as an adjustment of compensation at a lump sum of $3,000,000.00.and shall be funded through the contract's contingency funds. A cost analysis is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred with by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinator. Approval from the TBPOC is pending.

Maintenance concurrence is not required, as this change order is an administrative change.

CONCURRED BY:			
Construction Engineer:		Date	
Bridge Engineer:		Date	
Project Engineer:	Hong Wong, PE	Date	5/14/09
Project Manager:	Alec Melkonians	Date	5/14/09
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date	5/19/09
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date	
Resident Engineer's Signature:		Date	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$3,000,000.00	$3,000,000.00
TOTAL	$3,000,000.00	$3,000,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 186	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide miscellaneous additional changeable message and detour signing, in addition to that shown on Sheet 2 through 11 of this change order, as determined by the Engineer.

Estimated Cost of Extra Work at Force Account $200,000.00

Extra Work at Lump Sum:

Perform the following work pertaining to the full closure of the San Francisco Oakland Bay Bridge (SFOBB) over the 2009 Labor Day Weekend:

1) Furnish, install and maintain a maximum of 160 (EA) programmable changeable message signs at the designated locations as shown on Sheet 2 through 11 of this change order and as determined by the Engineer. All signs shall be placed in accordance with the dates and messages as shown.

2) Furnish and install all temporary signing as shown on Sheet 2 through 6 of this change order prior to the implementation of the Labor Day Weekend SFOBB closure and remove all signing after the closure is completed.

3) Provide all traffic control necessary to implement the SFOBB Labor Day weekend closure in accordance with Sheet 2 through 6 of this change order. The closure shall begin at 8:00 PM on September 3, 2009 and shall end no later than 5:00 AM September 8, 2009 or as determined by the Engineer. Traffic control shall include providing access to Yerba Buena Island and Treasure Island from the City of San Francisco as determined by the Engineer.

For this work, the Contractor shall be compensated an agreed lump sum of $2,435,910.00. This lump sum constitutes full and final compensation, including all markups, for the work specified under this change order.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

Total Cost of Extra Work at Lump Sum $2,435,910.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 186	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: Increase ☑ Decrease ☐ **$2,635,910.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK

FROM: BILL CASEY

FILE: **E.A.** 04 - 0120R4
CO-RTE-PM SF-80-12.6/13.2
FED. NO. ACBRIM-080-1(097)N

CCO#: **186** SUPPLEMENT#: **0** Category Code: **CHTK**

CONTINGENCY BALANCE (incl. this change) **$61,382,523.59**

COST: **$2,635,910.00** INCREASE ☑ DECREASE ☐

HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO

SUPPLEMENTAL FUNDS PROVIDED: **$0.00**

IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO

CCO DESCRIPTION:
2009 Labor Day Weekend Traffic Control

PROJECT DESCRIPTION:
CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

compensation to the contractor for performing all freeway and ramp closures and for placing and maintaining all advance signing and detour signing for the closure of the San Francisco Oakland Bay Bridge (SFOBB) during Labor Day Weekend of 2009.

The project calls for the construction of a Temporary Bypass Structure (TBS) in order to allow for the tie in of the new SFOBB east span to the existing Yerba Buena Island (YBI) concrete viaduct. As part of this work, a full closure of the SFOBB will take place during Labor Day Weekend 2009 to allow for traffic to be placed on the bypass structure over that weekend.

Project Development has provided a traffic management plan concerning the closure of the bridge, related detour signing and the regional placement of changeable message sign to provide advance notice to the traveling public. This change order provides for the implementation of this traffic management plan pertaining to the actual closure of the bridge and the placement of the detour and advance warning signing.

Major costs associated with this planned 4-day closure include the placement and operation of 160 portable changeable message signs spread over a regional area with many in place over a three week period, traffic control costs associated with the closure of the freeway and numerous ramps at both the west and east approaches to the SFOBB, and the placement of all detour signing associated with this closure.

Compensation for this work shall be paid as extra work at an agreed lump sum of $2,435,910.00. Any additional miscellaneous signing beyond that called for on the change order shall be paid as extra work at force account at an estimated cost of $200,000.00. The total estimated change order cost of $2,635,910.00 shall be financed from the contract's contingency funds. A cost analysis is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinator. TBPOC Approval pending.

Maintenance concurrence is not required as this change doesn't affect any permanent roadway features.

CONCURRED BY:		
Construction Engineer:		Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$200,000.00	$200,000.00
AGREED PRICE	$2,435,910.00	$2,435,910.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$2,635,910.00	$2,635,910.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 4a

Item- Progress Reports
Draft May 2009 Monthly Progress Report

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Included in this packet is a draft May 2009 Monthly Progress Report, for your information. TBPOC approval of this report, through PMT delegation, is anticipated as soon as updated expenditure data and final comments are incorporated.

Attachment(s):
Draft May 2009 Monthly Progress Report (see end of binder)

ITEM 5: PROGRAM ISSUES

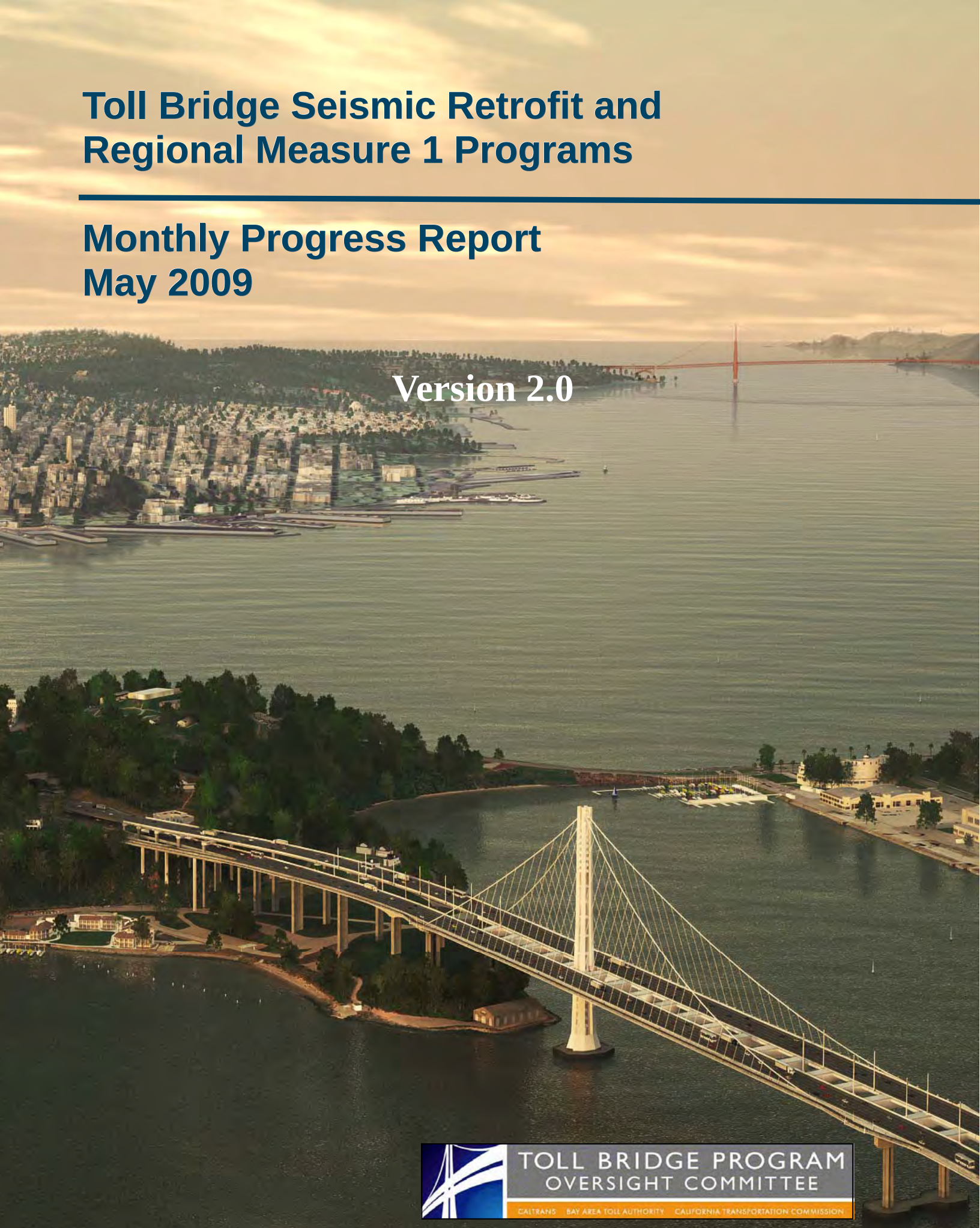
a. PMT Efficiency Recommendations

(Final documents still in process. To be provided as soon as available.)

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
May 2009

Version 2.0



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: June 2009

TOLL BRIDGE SEISMIC RETROFIT AND REGIONAL MEASURE 1 PROGRAMS

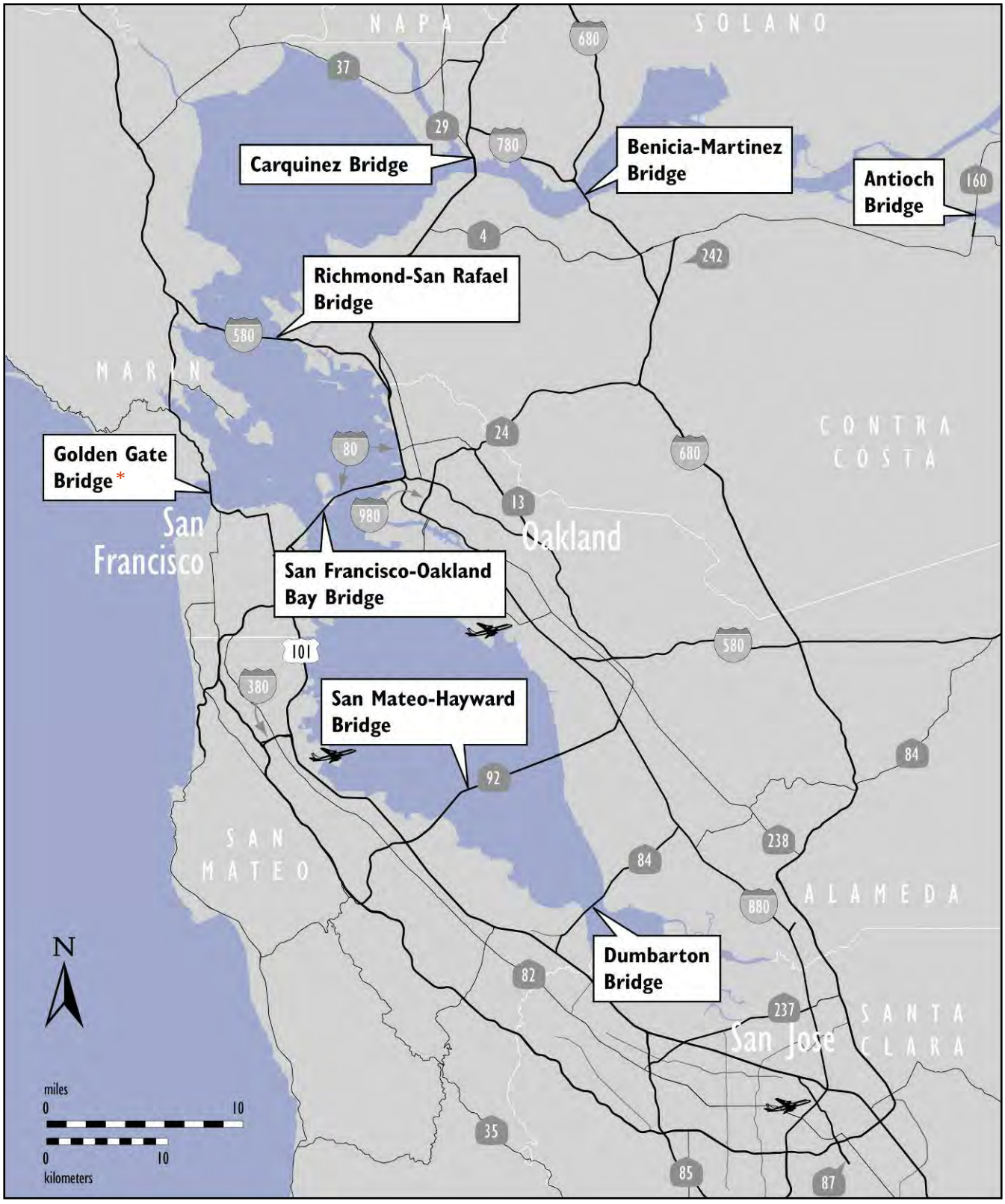
Monthly Progress Report
May 2009

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Table of Contents

Map of Bay Area Toll Bridges



* The Golden Gate Bridge is owned and operated by the Golden Gate Bridge, Highway, and Transportation District.

Introduction

In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
1962 Benicia-Martinez Bridge Reconstruction	Construction
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

East Tower Shaft Lift 1 in Blast Shop

Shear-Leg Crane Barge Arrived in San Francisco Bay on

Temporary Support Structures for the SAS Bridge Erection

Toll Bridge Seismic Retrofit Program Risk Management

A major element of Assembly Bill 144 of 2005, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management. We have reached a milestone with our risk management program with all elements now fully incorporated, resulting in one of the most detailed and comprehensive risk management programs in the country today. From this point forward, we will adopt a “50 percent probability” standard when assessing and reporting risks, which results in major cost forecast revisions for the Self-Anchored Suspension Span (SAS) Superstructure and Yerba Buena Island Detour (YBID) contracts and for programmatic risks. Our forecasts are based on an assessment of risks that are 50 percent probable to be realized. It is possible our forecasts could decrease as risks are resolved and retired. Nonetheless, we want to ensure that the public is fully informed of the risks we have identified and the possible expense they could necessitate. It is important to note that, even if all these risks were to be realized, there still would be $129.3 million remaining in the contingency reserve.
The risk management program is described in more detail on pages 42 through 46 of this report.

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

SAS Superstructure Contract

The contractor for the Self-Anchored Suspension (SAS) Bridge, American Bridge/Fluor, continues work on both the fabrication of major bridge components around the world and on the temporary support structures in the bay.

The contractor has reported that fabrication of the steel tower and roadway boxes has fallen behind schedule due to the shop preparation process and the complexity of the fabrication. This delay is putting pressure on the westbound opening of the bridge in 2012, but has not yet affected the expected full opening date of the bridge in 2013. The TBPOC and the contractor continue to

Yerba Buena Island Detour Structure Under Construction

negotiate a mitigation proposal. The cost for this agreement is included in the revised forecast for the project. The TBPOC and contactor continue to evaluate all options to accelerate the project. Caltrans is also continuing their quality assurance process so that no part of the new bridge will be shipped unless it is fit to be installed.

Out on the bay, the contractor continues to erect the temporary support structures that span from Yerba Buena Island to the Skyway. These structures will support the SAS bridge before the cable system is installed. With the arrival of the shear-leg crane barge from China on March 12, 2009, the longer and heavier segments of the temporary support structures can be lifted into place.

To further mitigate future project risks, Caltrans has established risk management teams to evaluate future potential risks to completing the project on time and on budget. In particular, teams are reviewing cable erection plans and mitigation schedules. Based on the last risk management assessment, there is a potential for a $227.4 million increase on the contract.

Yerba Buena Island Detour Contract

The Yerba Buena Island Detour contractor, CC Myers, continues to erect the detour structure that will divert traffic off the existing bridge to the detour structure that will tie the existing bridge to the Yerba Buena Island tunnel. The traffic switch has been scheduled for Labor Day Weekend 2009 and will require a full closure of the Bay Bridge over an extended holiday weekend. In addition to work on the detour structure, the contractor is making progress on a number of accelerated foundations for the future transition structure from the SAS to the tunnel.

Based on the last risk management assessment, there is potential for a $84.5 million increase for the contract. Risks include the cost to potentially postpone Labor Day weekend 2009 operations due to unexpected high winds and unexpected construction challenges during the demolition of the old structure. These risks are being addressed via collaborative on-site meetings between Caltrans and the contractor to actively identify and resolve issues early and at the least cost.

The Department will be requesting a capital budget revision to the contract from the TBPOC in June 2011 to fund risk mitigation and management actions.

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

The Completed West Approach Replacement Project

TBSRP Capital Outlay Support

Based on initial discussions with our contractors, early completion of the East Span Project was believed to be highly possible and sufficient to mitigate potential identified support cost increases. The support cost increases are due primarily to the need to re-advertise the SAS contract and by decisions made to increase our opportunities for early completion of the East Span project and potential for support cost savings. These decisions include a 12-month schedule extension provided during bid time to attract the maximum number of bidders for the SAS contract and extension of the YBI Detour contract to advance future foundation and column work of the transition structure and west end deck reconstruction. Since we now judge early completion and the attendant cost savings to be less likely, we forecast a potential drawdown of $214.5 million from the program contingency for project support. Further increases in project support costs would be expected if the project is delayed beyond the 2013 bridge opening date.

TBSRP Programmatic Risks

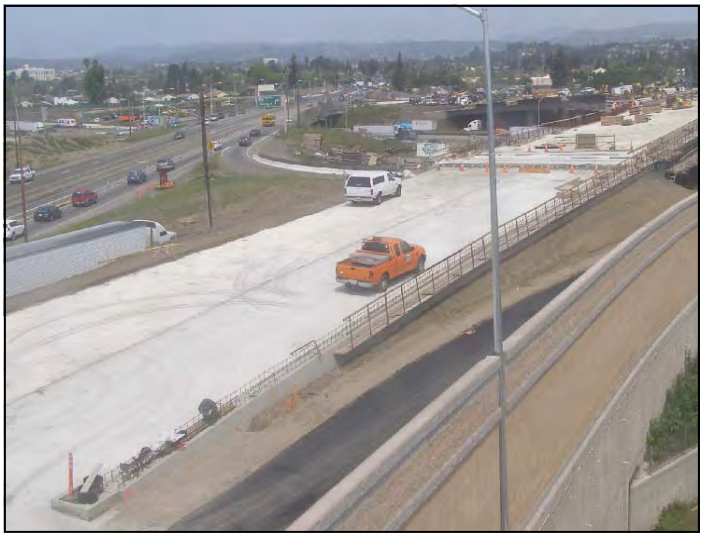
This category includes risks that are not yet scoped within existing contracts and/or spread across multiple contracts. The interdependencies between all the contracts in the program result in the potential for delays on one contract to impact the other contracts in the overall program of contracts. We forecast a net potential drawdown of $117.2 million from the program contingency for these risks.

SFOBB West Approach Seismic Replacement Project

Caltrans certified seismic safety on the San Francisco-Oakland Bay Bridge West Approach Seismic Replacement Project in December 2008 - eight months ahead of schedule. On February 9, 2009, Caltrans reopened the Harrison Street westbound off-ramp from the Bay Bridge, which was closed for over three years for construction. The project was completed on April 8, 2009.

Antioch Bridge

New Bicycle/Pedestrian Pathway on Benicia Martinez Bridge



New East Route 92 to North Interstate 880 Direct Connector Under Construction

Seismic Retrofit of the Dumbarton and Antioch Bridges

When first conceived, the Toll Bridge Seismic Retrofit Program only identified seven of the nine state-owned toll bridges to be in need of seismic retrofit, excluding the Dumbarton and Antioch bridges. Further seismic vulnerability studies were completed by Caltrans and BATA on those structures, which determined that both structures were in need of retrofit based on current seismic standards. While final designs for the retrofit of the bridges are still being prepared, the total cost to retrofit both structures is estimated to be $950 million. State Assemblyman Tom Torlakson is sponsoring Bill AB1175 to amend the Toll Bridge Seismic Retrofit Program to include the Antioch and Dumbarton bridges and to make the projects eligible for TBSRP funding.

Regional Measure 1 Toll Bridge Program Cost Forecast Update

BATA has identified $30 million in savings from completed Regional Measure 1 (RM1) projects, including the new Carquinez Bridge and San Mateo-Hayward Bridge widening projects. The savings will be transferred to the Toll Bridge Rehabilitation Program (TBRP0 for ongoing upkeep of the bridges and related toll facilities. BATA plans to make the program budget revisions at its June 2009 meeting.

New Benicia-Martinez Bridge Project

On the 1962 Benicia-Martinez Bridge Modification Contract, work to modify the southbound I-680 bridge to add an additional traffic lane and bicycle/pedestrian lane is proceeding. Caltrans is forecasting the work to be completed at least four months ahead of schedule in August 2009.

Interstate 880/State Route 92 Interchange Reconstruction Project

On the Interchange Reconstruction Contract, the new east Route 92 to North Interstate 880 direct connector structure (ENCONN) was completed and opened to detour traffic on May 16, 2009. The Department and BATA have revised the support forecast for the project. The increase in support is due to extended advertisement for the project and weather delays. The project is still forecast to be completed as planned in June 2011.

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (Jul 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (Mar 2009)	Cost to Date (Mar 2009)	Current Cost Forecast (Mar 2009)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(38.9)	1,254.1	1,236.8	1,254.1	-	
SAS Marine Foundations	Completed	313.5	(32.6)	280.9	275.0	280.9	-	
SAS Superstructure	Construction	1,753.7	-	1,753.7	677.6	1,981.1	227.4	
YBI Detour	Construction	132.0	310.2	442.2	300.7	526.7	84.5	
YBI Transition Structures (YBITS)		299.3	(23.2)	276.1	-	278.0	1.9	
YBITS 1	Advertised				-	215.3		
YBITS 2	Design				-	59.4		
YBITS Landscaping	Design				-	3.3		
Oakland Touchdown		283.8	-	283.8	161.2	290.6	6.8	
OTD 1	Construction				153.3	214.6		
OTD 2	Design				-	62.0		
OTD Electrical Systems	Design				-	4.4		
Submerged Electric Cable	Completed				7.9	9.6		
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.7	18.3	-	
Other Completed Contracts	Completed	90.3	-	90.3	89.2	90.3	-	
Capital Outlay Support		959.3	-	959.3	703.9	1,173.8	214.5	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.1	72.4	-	
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
Total SFOBB East Span Replacement		5486.6	215.5	5,702.1	3,512.9	6,195.9	493.8	
SFOBB West Approach Replacement								
Capital Outlay Construction	Completed	309.0	41.7	350.7	318.6	350.7	-	
Capital Outlay Support		120.0	-	120.0	114.8	120.0	-	
Total SFOBB West Approach Replacement		429.0	41.7	470.7	433.4	470.7	-	
Completed Program Projects	Completed	1,839.4	(97.5)	1,741.9	1,713.2	1,741.9	-	
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Net Programmatic Risks		-	-	-	-	117.2	117.2	
Program Contingency		900.0	(159.7)	740.3	-	129.3	(611.0)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	5,684.2	8,685.0	-	

- Within approved schedule and budget
- Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
- Known project impacts with forthcoming changes to approved schedules and budgets

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB144/SB 66 Project Completion Schedule Baseline (Jul 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completion Schedule (Mar 2009)	Current Completion Forecast (Mar 2009)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i = g + h	j	k = j - i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 32
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 22
SAS Superstructure	Mar 2012	12	Mar 2013	Mar 2013	-	●	See Page 23
YBI Detour	Jul 2007	35	Jun 2010	Nov 2010	5	●	See Page 16
YBI Transition Structures (YBITS)	Nov 2013	12	Nov 2014	Nov 2014	-		See Page 20
YBITS 1			Sep 2013	Sep 2013	-	●	
YBITS 2			Nov 2014	Nov 2014	-	●	
YBITS Landscaping			TBD	TBD	-	●	
Oakland Touchdown	Nov 2013	12	Nov 2014	Nov 2014	-		See Page 34
OTD 1			May 2010	May 2010	-	●	
OTD 2			Nov 2014	Nov 2014	-	●	
OTD Electrical Systems			TBD	TBD	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	12	Sep 2015	Sep 2015	-	●	
Stormwater Treatment Measures	Mar 2008	-	Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
OTD West bound Access			Jan 2010	Jan 2010	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See page 18
West bound Open	Sep 2011	12	Sep 2012	Dec 2012	3	●	See page 2
East bound Open	Sep 2012	12	Sep 2013	Sep 2013	-	●	
SFOBB West Approach Replacement						●	
Contract Completion	Aug 2009	(7)	Jan 2009	Jan 2009	-	●	See page 39

Notes: 1) Figures may not sum up to totals due to rounding effects.
2) TBSRP Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with quarterly risk analysis assessments for the TBSRP Projects.

Regional Measure 1 Program Cost Summary

	Contract Status	BATA Baseline Budget (Jul 2005)	BATA Approved Changes	Current BATA Approved Budget (Apr 2009)	Cost to Date (Apr 2009)	Current Cost Forecast (Apr 2009)	Cost Variance	Cost Status
		a	b	c=a+b	d	e	f=e-c	
New Benicia-Martinez Bridge								
Capital Outlay Construction	Construction	861.6	173.5	1,035.1	985.8	1,035.6	0.5	●
Capital Outlay Support		157.1	35.2	192.3	188.2	192.1	(0.2)	●
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-	●
Project Reserve		20.8	4.0	24.8	-	24.5	(0.3)	
Total New Benicia-Martinez Bridge		1,059.9	212.6	1,272.5	1,191.0	1,272.5	-	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Construction	94.8	60.2	155.0	61.2	155.0	-	●
Capital Outlay Support		28.8	26.2	55.0	46.9	63.4	8.4	●
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-	●
Project Reserve		0.3	17.8	18.1	-	9.7	(8.4)	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	119.7	245.0	-	
Completed Program Projects		918.9	-	918.9	878.5	888.9	(30.0)	
Total Regional Measure 1 Toll Bridge Program		2,112.6	323.8	2,436.4	2,189.2	2,406.4	(30.0)	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (Jul 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (Apr 2009)	Current Completion Forecast (Apr 2009)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i = g + h	j	k = j - i	l	
New Benicia-Martinez Bridge							
Contract Completion							
1962 BM Bridge Reconstruction	Dec 2009	-	Dec 2009	Aug 2009	(4)	●	See Page 58
New Benicia-Martinez Bridge Opening Date							
New Bridge	Dec 2007	(4)	Aug 2007	Aug 2007	-	●	
Interstate 880/Route 92 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	6	Jun 2011	Jun 2011	-	●	See Page 60

Notes: 1) Figures may not sum to totals due to rounding effects.

Under the Yerba Buena Island Detour East Tie In

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1- magnitude Loma Prieta earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, critical questions lingered; how could the Bay Bridge - a vital regional lifeline structure - be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each of the separate elements seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge - the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

Overview of the East Tie In of the Yerba Buena Island Detour

West Approach Seismic Replacement Project
Project Status: Completed 2008

Seismic safety retrofit work on the West Approach in San Francisco - bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street - involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8th, 2008.

Overview of the Completed West Approach Replacement Structure

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.

West Span of the Bay Bridge While Undergoing Seismic Retrofit

East Span Seismic Replacement Project

Rather than a seismic retrofit, the two-mile-long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the bay. These views also will be enjoyed by bicyclists and pedestrians thanks to a new path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue flowing on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down towards the Oakland shoreline (Oakland Touchdown). A new Transition Structure on Yerba Buena Island (YBI) will connect the SAS to the YBI tunnel and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and west span.

When construction of the new East Span is complete and vehicles have been safely rerouted to it, the original East Span will be demolished.

Simulation of New East Span in Relation to West Span and the Golden Gate Bridge

Overview of Progress on East Tie In of the Yerba Buena Island Detour

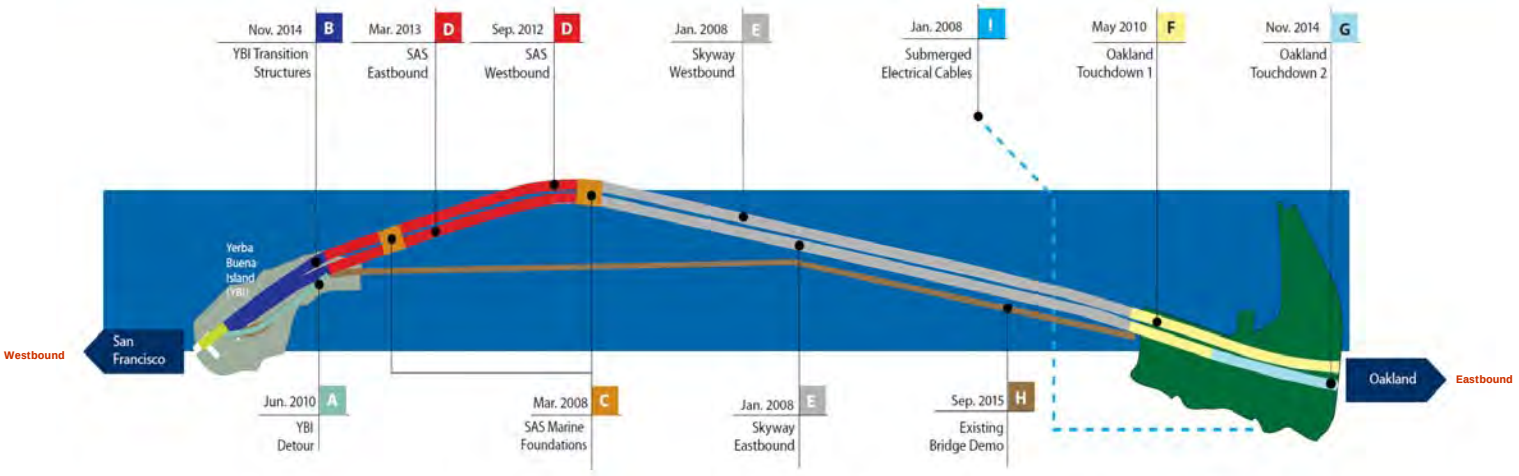
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

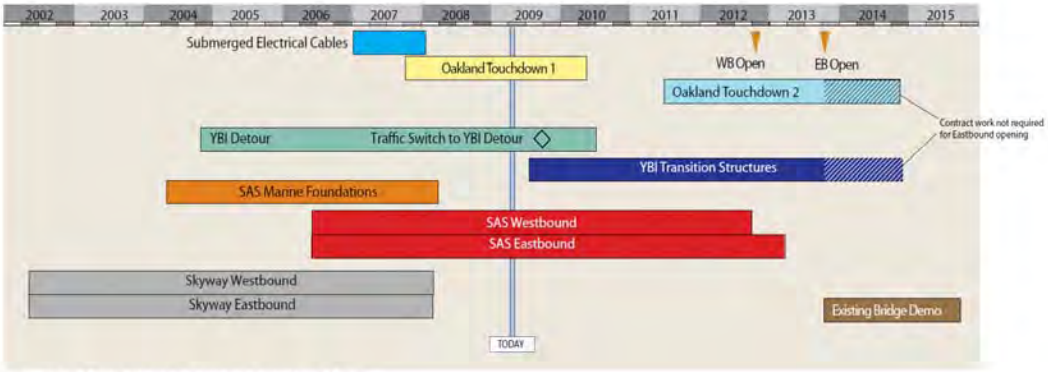
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components - the Skyway and the Self-Anchored Suspension Bridge in the middle and the Yerba Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that all have been sequenced together.

Highlighted below are the major East Span contracts including their schedules. The letter designation before each contract corresponds to contract descriptions in the rest of the report.

SFOBB East Span Work Sequence





Note: Dates shown above are project completion dates.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) close to moving vehicles and without disrupting traffic. To accomplish this daunting task, eastbound and westbound traffic will be shifted off the existing roadway and onto a temporary detour supported by 200-foot-tall steel towers. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

A YBID Contract

Contractor: C.C. Myers Inc.
Approved Capital Outlay Budget: $442.2 M
Status: 69% Complete

This contract originally was awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. To better integrate the contract into the current east span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC has approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over Labor Day Weekend 2007, advancing future transition structure foundation work and making design enhancement to the temporary detour structure.

These changes have increased the budget and forecast for the contract to cover the revised project scope and potential project risks.

Current Progress on Detour Structure

Tunnel Approach Roadway Replacement

The first in a series of activities to open the detour viaduct was completed in 2007 with the replacement of a 350-foot long stretch of upper deck roadway just east of the Yerba Buena Island tunnel. During this historic milestone, the entire Bay Bridge was closed over the 2007 Labor Day weekend so crews could demolish and replace the old section of the deck with a seismically upgraded 6,500-ton precast section of viaduct that was literally pushed into place (see photo above).

Status: Completed.

Detour Viaduct Fabrication and Construction

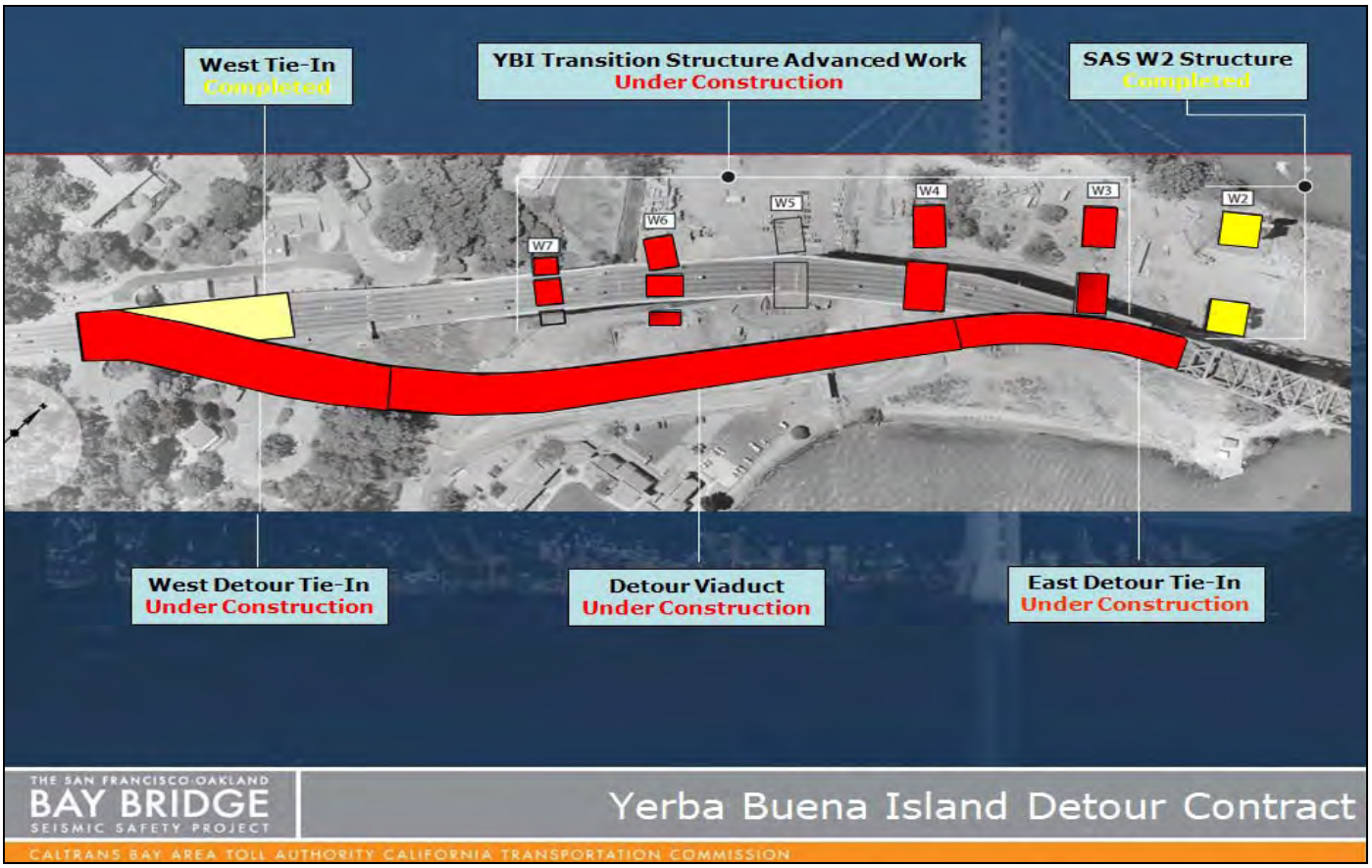
The detour viaduct will run generally parallel to the existing lanes on the island and will tie back into the existing bridge and tunnel. While speed limits will be reduced due to the turns needed to get on and off the detour, the viaduct will look quite similar to the existing bridge with steel cross beams and girders and a concrete roadway deck. To insure a good fit, the steel viaduct truss members were pre-fitted during fabrication in South Korea and Oregon. Opening of the detour to traffic is discussed on the following page.

Status: Most of the center portion of the detour viaduct has already been erected, including the concrete decks. At the west end of the detour, a cast-in-place concrete transition span is being poured to connect the detour into the completed tunnel approach roadway replacement span. At the east end, support structures are being erected to facilitate the roll-out/roll-in of the last truss section, which will tie the detour into the existing bridge.

Demolition of Existing Viaduct

After shifting traffic onto the detour structure, crews will focus on the demolition of the existing transition structure into the tunnel. The old transition structure will need to be removed before construction of the new transition structures from the SAS bridge to the YBI tunnel can be completed.

Status: The start of the demolition is pending the opening of the detour.



Overview of Yerba Buena Island Detour Contract Scope of Work and Current Status

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Yerba Buena Island Detour (YBID) East Tie-in Opening Activities

Shifting traffic to the Yerba Buena Island detour will be the most significant realignment of the bridge to date. To accomplish this, crews will cut away a 288-foot portion of the existing truss bridge and replace it with a connection to the detour. This dramatic maneuver will involve aerial construction that occurs more than 100 feet above the ground. When the Bay Bridge reopens to traffic, vehicles will travel on the detour until the completion of the new East Span.

A detailed step-by-step construction sequence for the roll-out of existing span and roll-in of the new truss at the east tie-in to the detour viaduct structure is provided on the facing page.

Status: The YBID contractor is currently at stage two and the roll-in truss is being constructed on top of the skid bent (see photo on right and *stage two* on the diagram on the facing page).

Skid Beams for Roll-Out and Roll-In of East Tie-in Structure under Construction

Yerba Buena Island Detour Truss Steel Upper Deck Frame

East Tie-in Activities From Now through August 2009

Stage 1 – As the detour viaduct is being constructed (left), a support structure of falsework will be erected to support the new and existing trusses and the skid bent girders on which the trusses will move.

Stage 2 – The new roll-in truss will be constructed atop the skid bent just south of the existing truss.

Stage 3 – When the roll-in truss and detour viaduct are ready to be installed and opened to traffic, the Bay Bridge will be closed to all traffic.

East Tie-in Activities Over Labor Day Weekend 2009

Stage 4 – After the bridge is closed, the existing truss will be cut loose at both ends and will be rolled out hydraulically using jacks similar to those used for the Labor Day 2007 move to push the truss aside.

Stage 5 – After the existing truss has been rolled out of the way, the new truss will be similarly rolled into place using the same hydraulic jacking system.

Stage 6 – After being rolled into place, the new truss will be secured to the detour viaduct and existing bridge and the Bay Bridge will be re-opened to traffic. Removal of the rolled out span will commence soon after the new truss is secured.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Transition Structures (YBITS)

The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge to the existing Yerba Buena Island tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.

YBITS Advanced Foundation and Column Work and Soil Nail Wall

B YBITS #1 Contract

Contractor: TBD
Approved Capital Outlay Budget: $214.3M
Status: Advertised

The YBITS #1 contract will construct the mainline roadway structures from the SAS bridge to the YBI tunnel. Work on the structures is scheduled to start once the existing structures have been demolished and removed from the site. An addendum to revise the bid opening date to December 15, 2009 will be issued in May.

Simulation of Future Yerba Buena Island Transition Structures (top) with Detour Viaduct (bottom)

YBITS #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: $58.5 M
Status: In Design

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island.

YBITS Landscaping Contract

Contractor: TBD
Approved Capital Outlay Budget: $3.3 M
Status: In Design

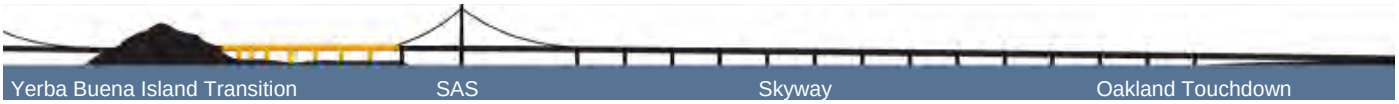
Upon completion of the YBITS work, a follow-on landscaping contract will be executed to re-plant and landscape the area.

Yerba Buena Island Transition Structures Advanced Work

Due to the re-advertisement of the SAS superstructure contract in 2005, it became necessary to temporarily suspend the detour contract and make design changes to the viaduct. To make more effective use of the extended contract duration and to reduce overall project schedule and construction risks, the TBPOC approved the advancement of foundation and column work from the Yerba Buena Island Transition Structures contract.

Status: Advanced foundations and columns for the left piers of W3, W4, and W6 are under construction. Work at pier W5 is pending removal of the existing transition structure. See page 17 for a diagram of pier locations.

YBITS Advanced Foundation and Column Work Just North Of Existing Viaduct (foreground)



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

If one single element bestows the status of world class on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

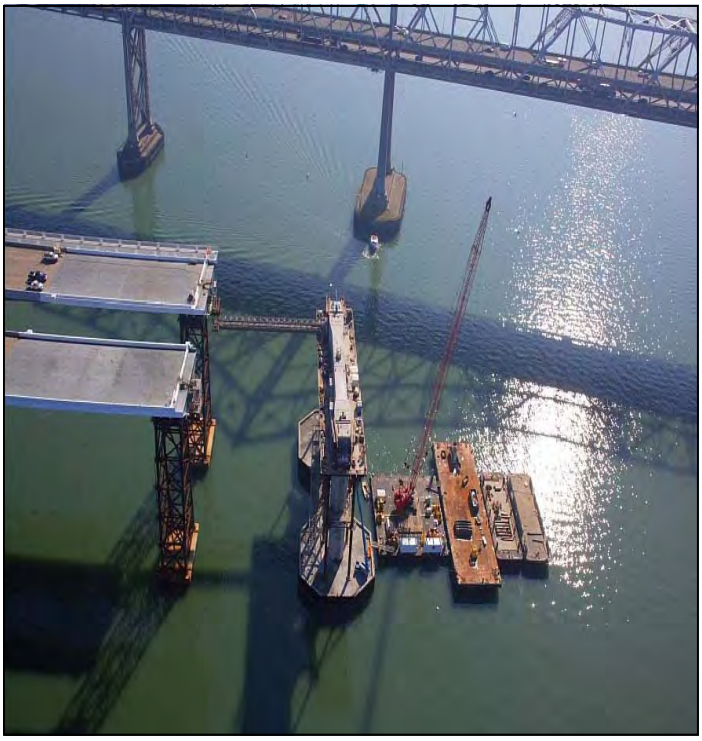
The SAS was separated into three separate contracts – construction of the land-based foundations and columns at Pier W2, construction of the marine-based foundations and columns at Piers T1 and E2, and the construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at Pier W2 and at Piers T1 and E2 was completed in 2004 and 2007, respectively.

SAS Land Foundation Contract

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $26.4 M
Status: Completed

The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

SAS W2 Cap Beam



Construction of the Pier Table at E2

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $280.9 M
Status: Completed

The single main suspension cable is anchored at Pier E2 and goes up and over the tower at Pier T1 before wrapping around column W2 on Yerba Buena Island before returning to Pier E2 (see rendering on facing page). Construction of the piers at E2 and T1 required significant on-water resources to drive the foundation support piles down not only to bedrock, but also through the bay water and mud.

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.

D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $1,753.7 M
Status: **39%** Complete

Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. The SAS bridge is not just another suspension bridge. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. These cables hold up the roadbed and are anchored to separate structures in the ground. While there will appear to be two main cables on the SAS, there will actually only be one. This single cable will be anchored within the eastern end of the roadway, carried over the tower and wrapped around the two side-by-side decks at the western end.

The single steel tower will be made up of four separate legs connected by shear link beams, which function in the same way as a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs. In addition, if one of the legs is damaged, the other legs will keep the bridge standing.

The next several pages highlight the construction sequence of the SAS and are followed by detailed updates on specific construction activities.

Architectural Rendering of new Self-Anchored Suspension Span

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

Step 1 - Construct Temporary Supports

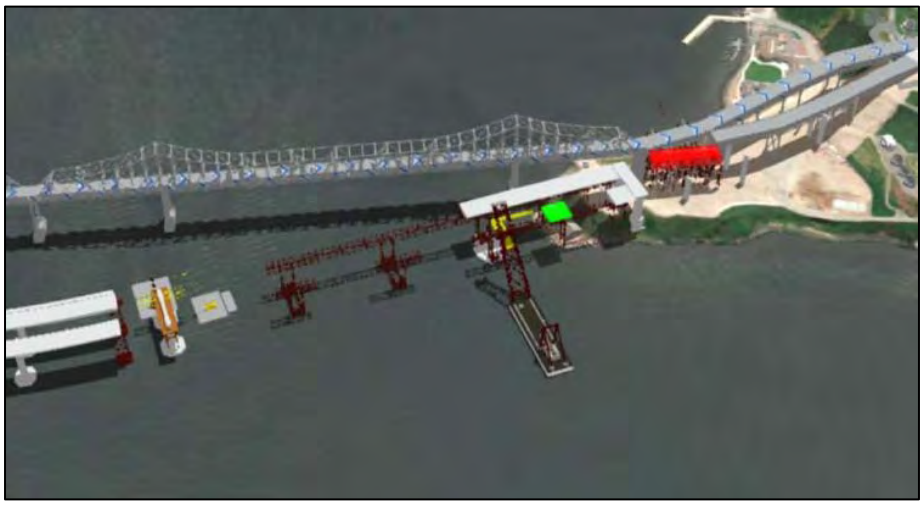
Temporary support trusses will need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

Status: Foundations for the temporary supports are complete. Support columns and trusses are now being installed from west to east.

Step 2 - Install Roadways

The roadway boxes will be lifted into place by using the shear-leg crane barge. The boxes will be bolted and welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: The first shipment of roadway boxes is scheduled for summer 2009.



Step 3 - Install Tower

Each of the four legs of the tower will be erected in five separate lifts. The first lift will use the shear-leg crane barge while the remaining higher lifts will use a temporary support tower and lifting jacks.

Status: The first shipment of tower boxes is scheduled for late 2009. Tower installation cannot begin until the initial eastbound roadway boxes are installed between the existing east span and new tower.

Step 4 - Main Cable and Suspender Installation

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around the west end before returning back. Suspender cables will be added to lift the roadway decks off the temporary support structure.

Status: Cable installation is pending the erection of the tower and roadway sections.

Step 5 - Westbound Opening

The new bridge will first open in the westbound direction pending completion of the Yerba Buena Island Transition Structures. Westbound access to the Skyway from Oakland will be completed by the Oakland Touchdown #1 Contract in 2009.

Status: Westbound opening is scheduled for 2012.

Step 6 - Eastbound Opening

Opening of the bridge in the eastbound direction is pending completion of Oakland Touchdown 2, which needs westbound traffic off the existing bridge before the eastbound approach structure can be completed.

Status: Eastbound opening is scheduled for 2013.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Nearly every component of the SAS above the waterline - from the temporary support structures to the roadway and tower box sections to the main cable and suspender ropes - will be fabricated off-site and erected, bolted and welded into place upon arrival in the Bay Area. This project is truly global in nature, with fabrication of the bridge components occurring not only in the United States, but around the world in China, the United Kingdom, Japan, South Korea and other locations.

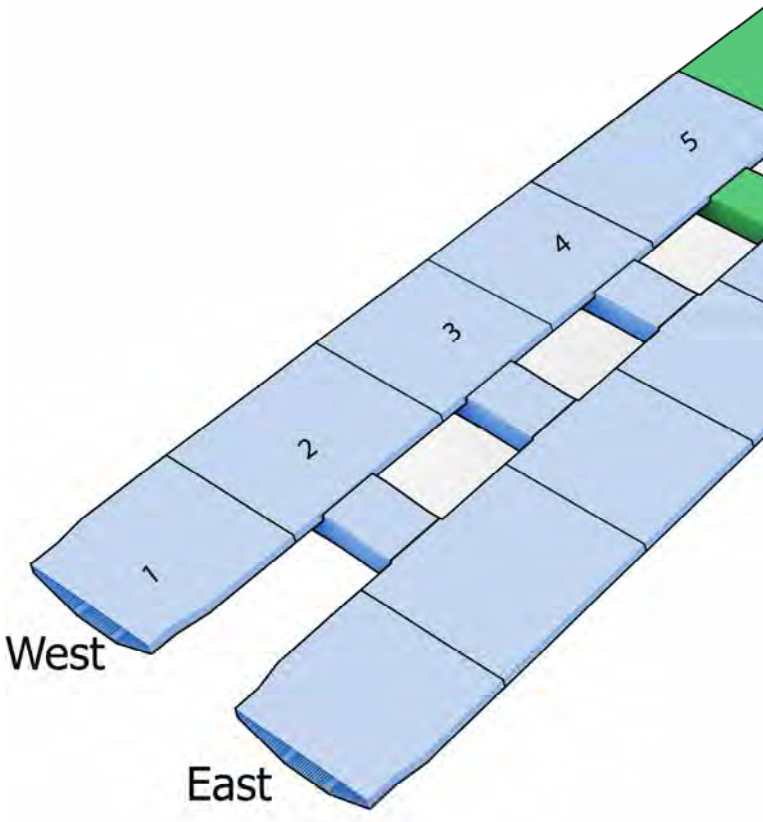
Tower First Lift East Shaft was Moved to Blasting Shop

Roadway and Tower Segments

Like giant three-dimensional jigsaw puzzles, the roadway and tower segments of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a flexible yet relatively light and strong structure able to withstand the massive loads placed on the bridge during seismic events.

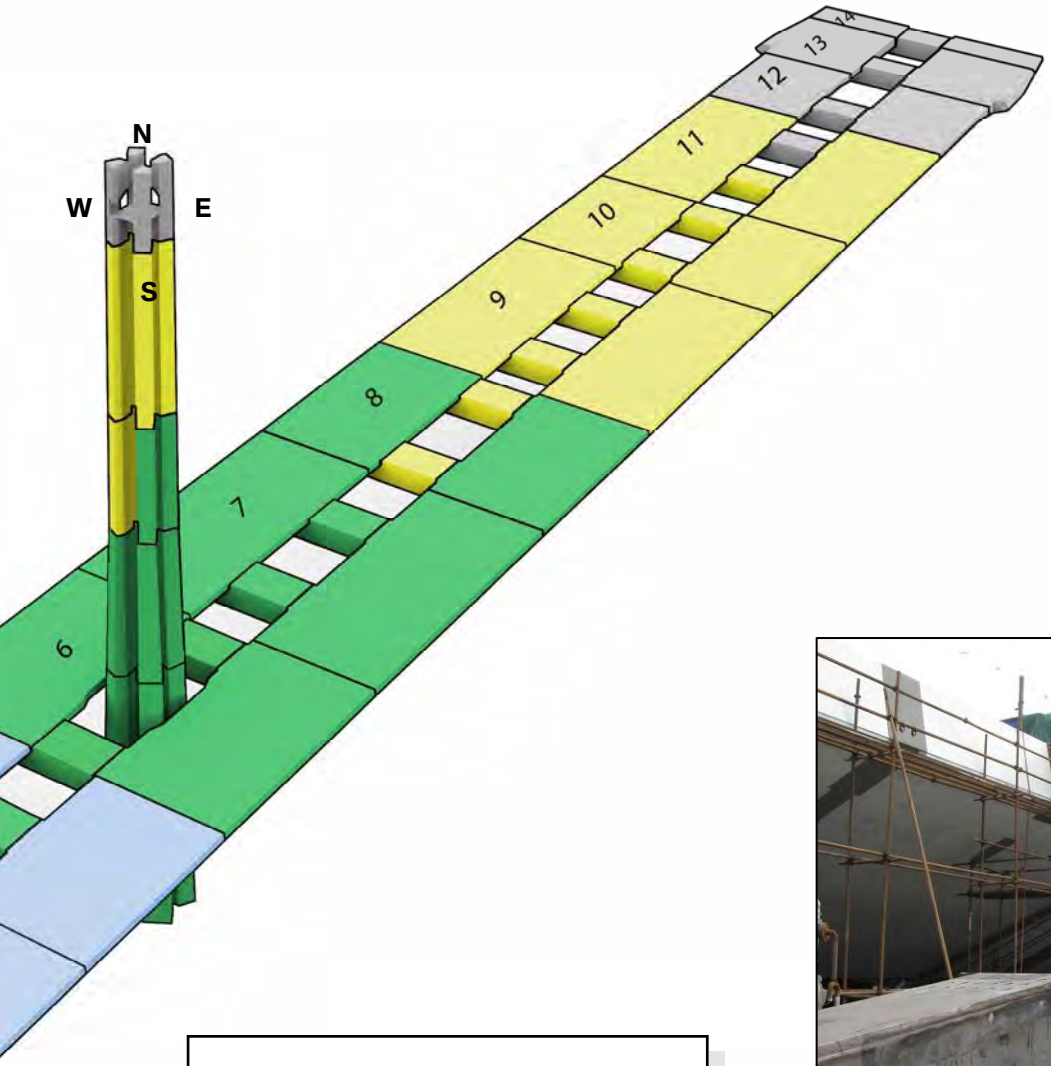
Status: Segments are in various stages of fabrication. Roadway sections one through five east and west have been assembled for paint and fit up, while roadway sections six and seven have started assembly. Individual components for roadway sections 9, 10, and 11 east and west are being fabricated. On the tower sections, assembly of the first of five tower lifts is well underway. The second tower lifts have also started to allow for trial fit-up prior to shipping of the first lift as per specification (see additional progress photos on pages 82 and 83).

Painted Roadway Box Section Ready For Fit-up



Fabrication Progress Diagram

Though May 20th 2009



The Welded Temporary Fixtures on the Exterior Surfaces of a Typical Segment Joint

The Trial Fit Up of the Bikepath Cantilever Boxes on the East Line Segments

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. Anchored into the eastern end of the bridge, the main cable will start on one side of Pier E2, go over the main tower at T1, loop around the western end of the roadway decks at Pier W2, and then back over main tower to the other end of Pier E2. The main cable will be made up of bundles of individual wire strands. Lifting up the roadway decks to the main cable will be a number of smaller suspender cables. The main cable will be fabricated in China and the suspender cables in Missouri.

Status: Initial trial testing of the main cable strands is in progress.

Trial Cable Band Assembly

Bronze Spherical Bushing for E2 Bearings

Saddles, Bearings, Hinges, and Other Bridge Components

The mounts on which the main cable and suspender ropes will sit are made from solid steel castings. Castings for the main cable saddles are being made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

The bridge bearings and hinges that support, connect, and transfer service loads from the SAS bridge to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania and South Korea, while hinge pipe beams are being fabricated in Oregon.

Status: Under Fabrication.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities

Ship Carrying the Shear-leg Crane Barge Crossing beneath the West Span of the Bay Bridge

Shear-leg Crane Barge

The massive shear-leg crane barge that will help build the SAS superstructure arrived in the San Francisco Bay on March 12, 2009 after a trans-pacific voyage.

The crane and barge are separate units operating as a single entity dubbed the "Left Coast Lifter." The 400 by 100-foot barge is a U.S. flagged vessel that was custom built in Portland, Oregon by U.S. Barge, LLC and outfitted with the crane by Shanghai Zhenhua Port Machinery Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane's boom weighs 992 tons and is 328 feet long. The crane can lift up to 1,873 tons, including the deck and tower sections for the SAS, which will begin arriving this summer.

The crane will offload and erect the remaining steel for the temporary support structures, as well as all of the deck and tower segments. Work on the eastbound side of the SAS must occur first, as the crane cannot reach over permanent westbound decks to work on the eastbound roadway.

Status: On location.

Cap Beams

Construction of the massive steel-reinforced concrete cap beams that link the columns at piers W2 and E2 was left to the SAS superstructure contractor and represents the only concrete portions of work on that contract. The east and west ends of the SAS roadway will rest on the cap beams and the main cable will wrap around and tie down upon them.

Status: Completed.

Nearly Completed Cross Beam at Pier E2

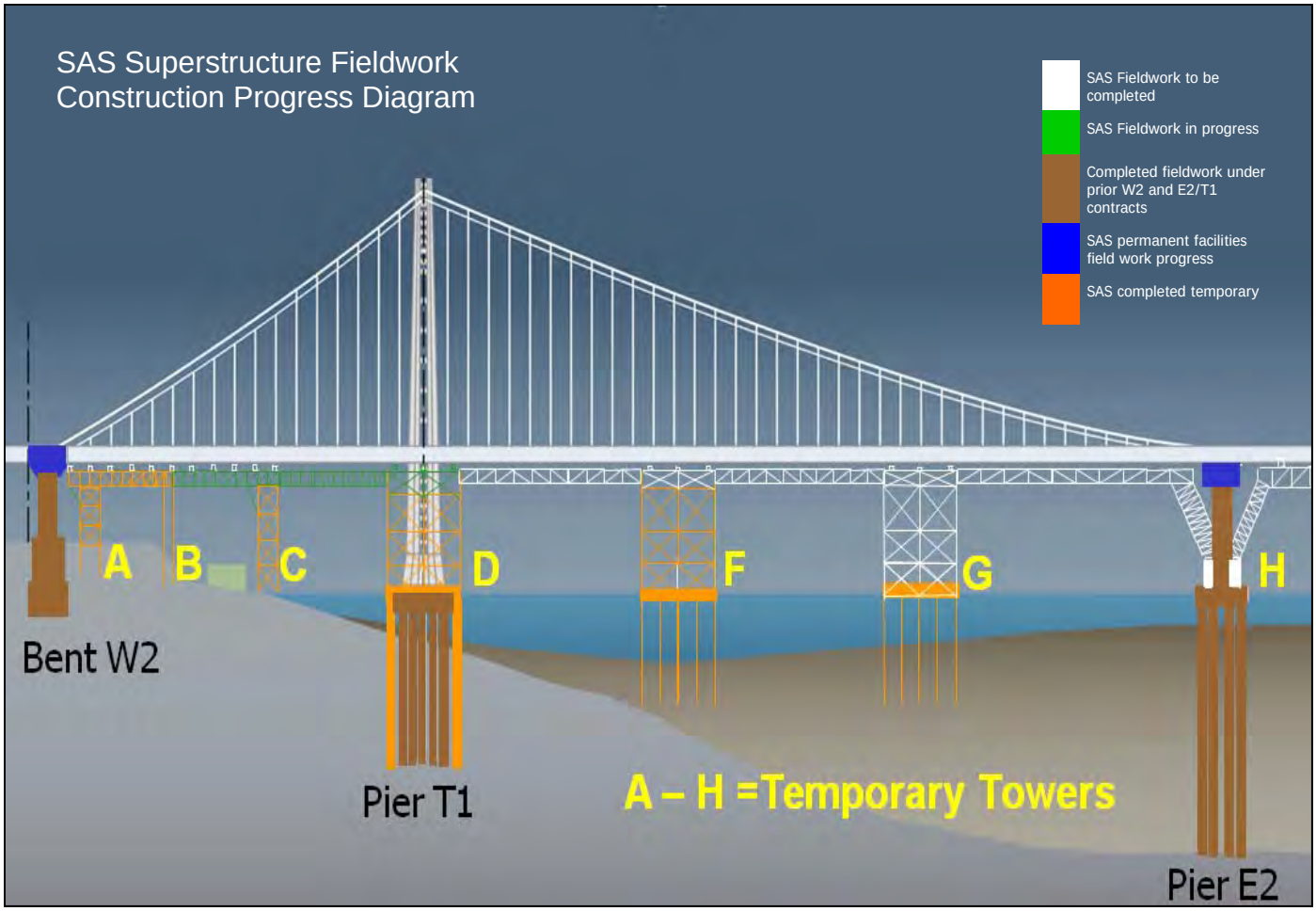
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

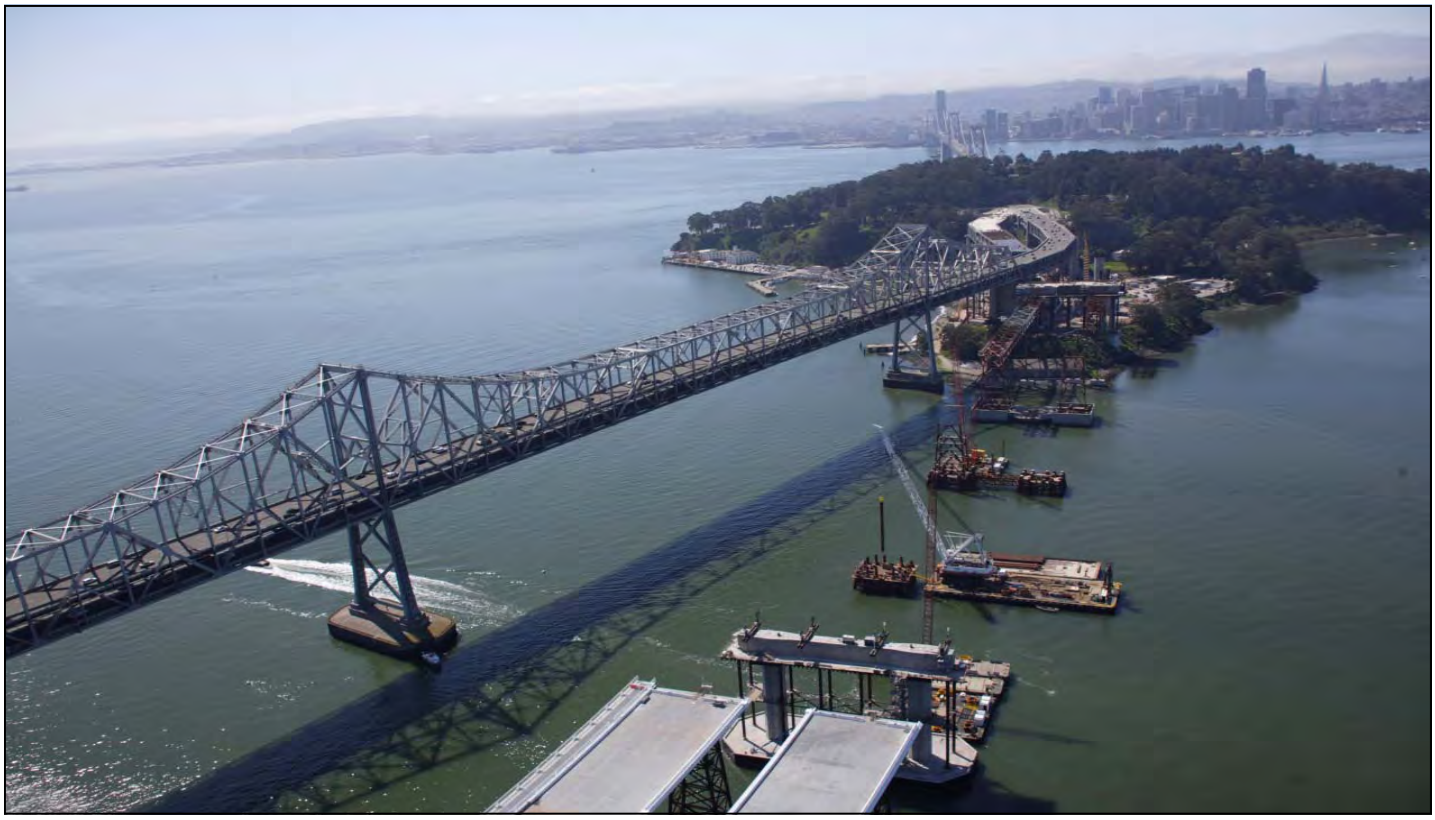
Self-Anchored Suspension (SAS) Superstructure Field Activities

Temporary Support Structures

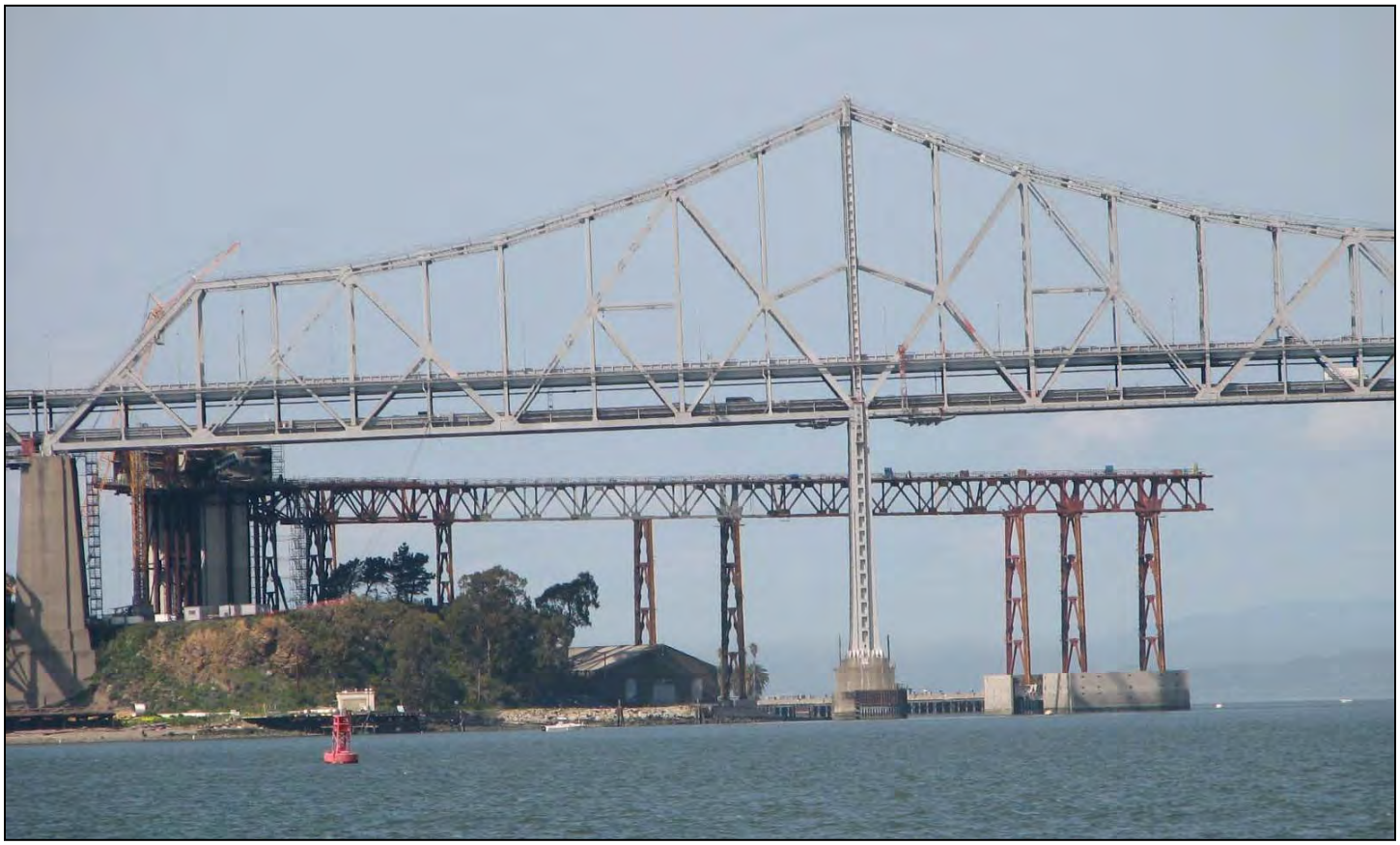
To erect the roadway and tower of the bridge, temporary support structures will first be put in place. Almost a bridge in itself, the temporary support structures will stretch from the end of the completed skyway back to Yerba Buena Island. For the tower, a strand jack system is being built into the tower's temporary frame to elevate the upper sections of the tower into place. These temporary supports are being fabricated in the Bay Area, as well as in Oregon and in China at ZPMC.

Status: The secondary channel between Yerba Buena Island and Oakland has rerouted shipping traffic. The temporary support foundations have been completed and erection of completed trusses is ongoing from west to east. Later remaining trusses are still being fabricated.





Overview of the Bay Bridge Looking towards Yerba Buena Island and Downtown San Francisco



Temporary Support Structures Erected Behind Existing East Span

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the grey steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

Completed Skyway Left of Existing East Span

E Skyway Contract

Contractor: Kiewit/FCI/Manson Joint Venture
Approved Capital Outlay Budget: $1,254.1 M
Status: Completed

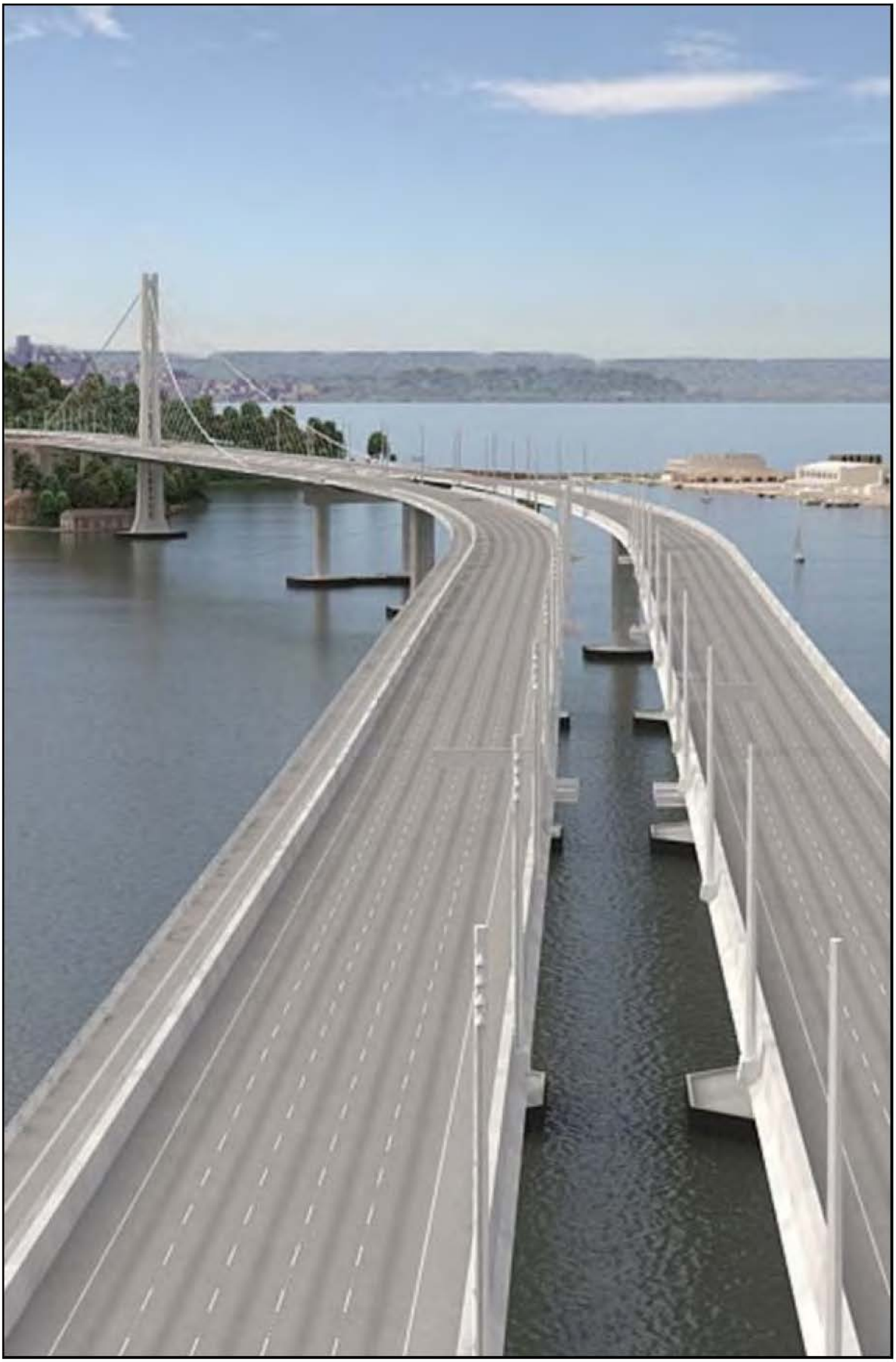
Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), and contain approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by winches that were custom made for this project.

Western End of Completed Skyway

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.



Rendering of the Western End of Completed Skyway and the Self-Anchored Suspension Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay offering unobstructed views of the Oakland hills.

The OTD will be constructed through two contracts. The first contract will build the new westbound lanes, as well as part of the eastbound lanes. The second contract to complete the eastbound lanes cannot fully begin until westbound traffic is shifted onto the new bridge so that a portion of the upper deck of the existing bridge can be demolished to allow for a smooth transition for the new eastbound lanes in Oakland.

Oakland Touchdown #1 Pier Construction

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $226.5 M
Status: 68% Complete

The OTD #1 contract constructs the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When completed, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: On the westbound structure, the contractor has completed all foundation work and is now proceeding with superstructure work. Work continues on the eastbound structure's foundations and columns.

G Oakland Touchdown #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: $62.0 M
Status: In design

The OTD #2 contract will complete the eastbound approach structure from the end of the Skyway to Oakland. This work is critical to the eastbound opening of the new bridge, but cannot be completed until westbound traffic has been shifted off the existing upper deck to the new SAS bridge.

Oakland Touchdown #1 Hinge EW Pipe Beam

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts, and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

Archeological Investigations

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering Contractors
2) Balfour Beatty
Approved Capital Outlay Budget: $30.8 M
Status: Completed

After the 1989 Loma Prieta earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span is completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so that they would be more resilient during an earthquake.

Existing East Span of Bay Bridge

Stormwater Treatment Measures

Contractor: Diablo Construction, Inc.
Approved Capital Outlay Budget: $18.3 M
Status: Completed

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of storm water runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Storm Water Retention Basin

Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $11.6 M
Status: Completed

This contract relocated an electrical substation just east of the Yerba Buena Island tunnel in preparation for the new East Span.

New YBI Electrical Substation

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.2 M
Status: Completed

While common in offshore drilling, the new East Span is one of the first bridges to use large diameter battered piles in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

I Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $9.6 M
Status: Completed

A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new cables were run from Oakland to Treasure Island to replace the existing cable. The extra cable was funded by the Treasure Island Development Authority and its future development plans.

H Existing Bridge Demolition

Contractor: TBD
Approved Capital Outlay Budget: $239.2 M
Status: In Design

Design work on the contract will start in earnest as opening of the new bridge to traffic approaches.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

The State Legislature in the 1990s identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all the bridges have been completed as planned.

High-Rise Section of San Mateo-Hayward Bridge

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on the strengthening of the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after an event and to reopen quickly to emergency response traffic.

1962 Benicia Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a “No Collapse” classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.

Richmond-San Rafael Bridge

Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project
Project Status: Completed 2000

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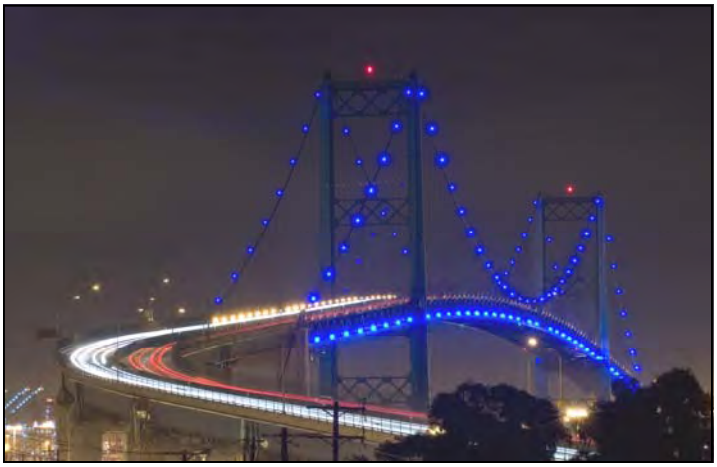


Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project
Project Status: Completed 2002

San Diego-Coronado Bridge

Seismic Retrofit of the Dumbarton and Antioch Bridges

SEISMIC RETROFIT OF DUMBARTON AND ANTIOCH BRIDGES

Dumbarton Bridge Seismic Retrofit Project

Project Status: In Design

The Dumbarton Bridge was opened to traffic in 1982 linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge carries average daily traffic of nearly 60,000 vehicles over its six lanes and has an eight-foot bicycle/pedestrian lane to the south.

Though located between the San Andreas and Hayward faults, the Dumbarton Bridge was not included in the Toll Bridge Seismic Retrofit Program based on evaluations made in the 1990s that concluded the bridge did not warrant retrofitting. The bridge has since been reevaluated for seismic vulnerability based on more recent seismic engineering, which has shown the bridge to be susceptible to damage from a major earthquake.

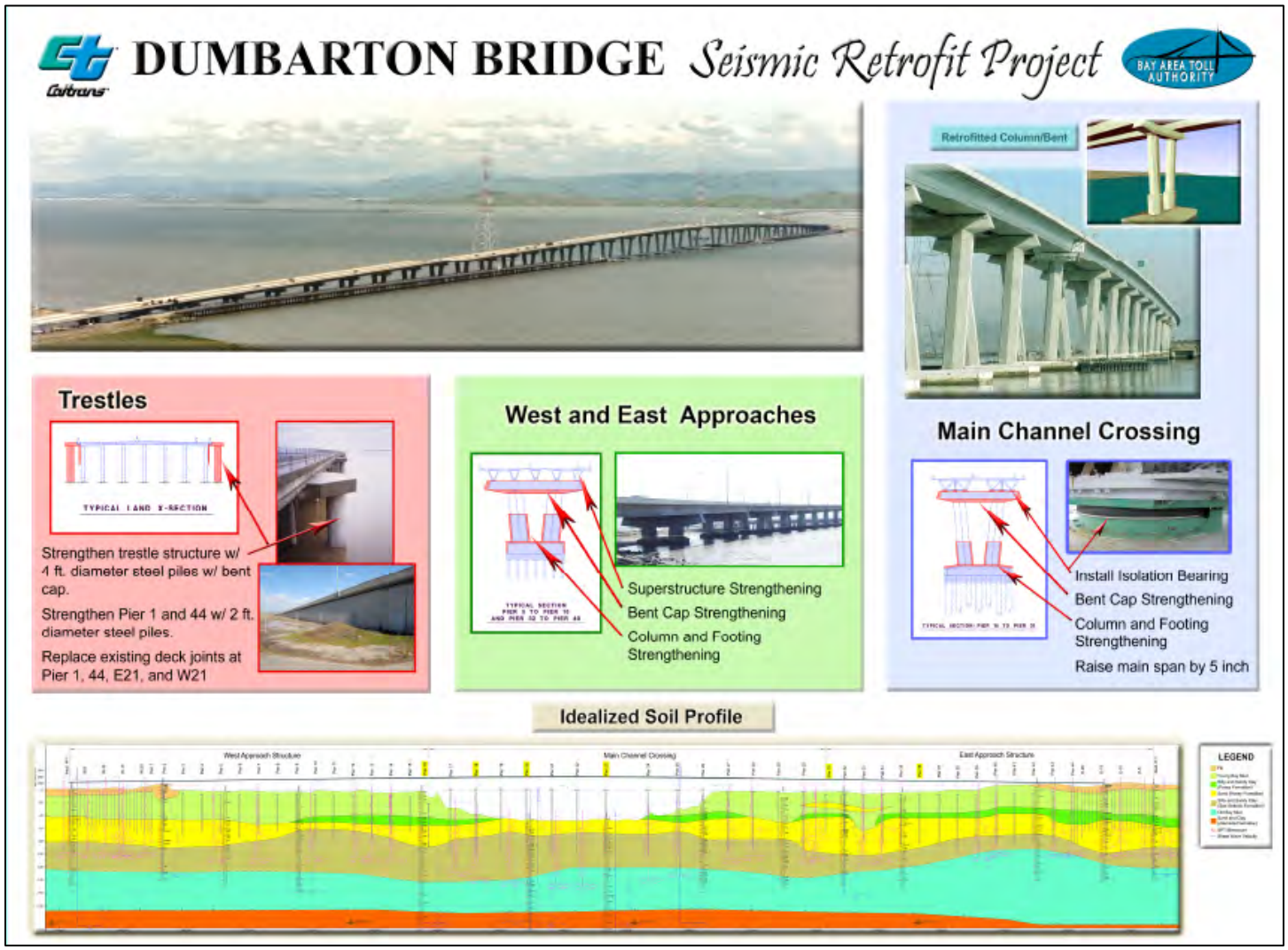
Mock-up of Dumbarton Pier Columns Undergoing

Existing Dumbarton Bridge Looking East towards the Alameda County Foothills

Based on the vulnerability studies and a follow-up sensitivity analysis of seismic risk, Caltrans and BATA decided to take steps towards retrofitting the Dumbarton bridge, even though full funding for the project has not yet been identified. Using BATA toll bridge rehabilitation funding, a comprehensive seismic analysis of the bridge has commenced. This includes detailed geotechnical and geophysical investigations at the bridge and the development of a seismic retrofit strategy and design plans.

The current retrofit strategy for the Dumbarton Bridge includes superstructure and deck modifications, plus strengthening of the over-land approach slab structures. Additional activities are identified in the attached diagram. The results of the seismic analysis and proposed retrofit strategy have been presented to the Toll Bridge Seismic Safety Peer Review Panel.

Status: The project team delivered 65 percent design plans for review in March 2009. Complete plans and specifications are expected by the end of the year, with contract advertisement in 2010. The estimated cost of the Dumbarton Bridge seismic retrofit is $637 million. Full funding for the retrofit work has not yet been identified; however, State Assemblyman Tom Torlakson is sponsoring Assembly Bill 1175 to amend the Toll Bridge Seismic Retrofit Program (TBSRP) to incorporate and fund the Antioch and Dumbarton bridge retrofits.



Seismic Retrofit Strategy Summary for Dumbarton Bridge

SEISMIC RETROFIT OF DUMBARTON AND ANTIOCH BRIDGES

Antioch Bridge Seismic Retrofit Project

Project Status: In Design

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River linking eastern Contra Costa County with Sacramento County. The current bridge was opened in 1978 with one lane in each direction and carries an average of over 10,000 vehicles a day. Approximately 1.8 miles long, the bridge is a steel girder support roadway on reinforced concrete columns and foundations.

Like the Dumbarton Bridge, the Antioch bridge was not included in the Toll Bridge Seismic Retrofit Program based on evaluations made in the 1990s that concluded that the bridge did not warrant retrofitting. The Antioch bridge has since been reevaluated for seismic vulnerability based on more recent seismic engineering, which has shown the bridge to be susceptible to damage from a major earthquake.

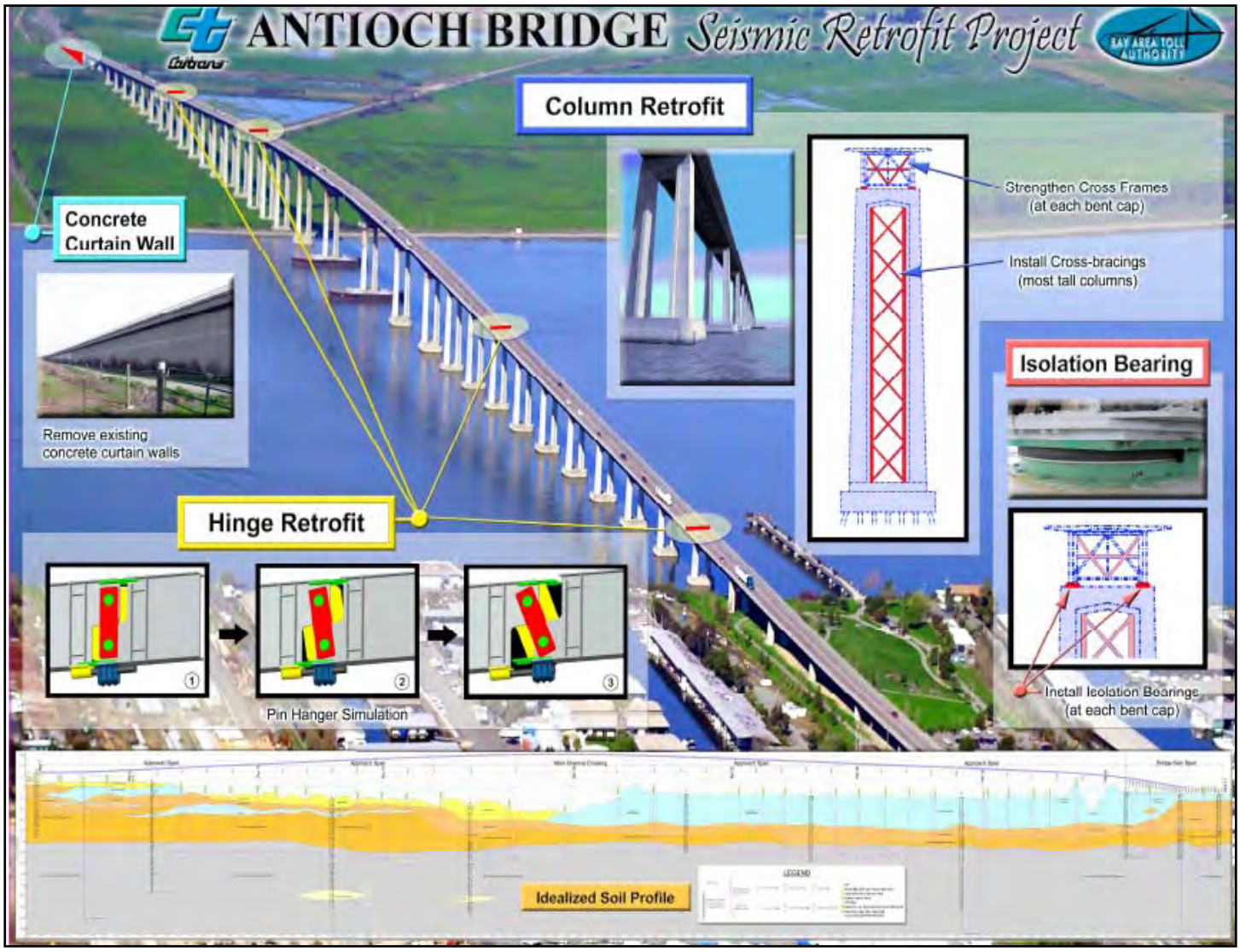
Based on the vulnerability studies and a follow-up sensitivity analysis of seismic risk, Caltrans and BATA decided to take steps towards the retrofitting the Antioch Bridge, even though full funding for the project has not yet be identified. Using BATA toll bridge rehabilitation funding, a comprehensive seismic analysis of the bridge has commenced. This analysis includes detailed geotechnical and geophysical investigation at the bridge and the development of a seismic retrofit strategy and design plans.

The current retrofit strategy for the Antioch Bridge includes relatively minor modifications to the approach structure on Sherman Island, addition of isolation bearings, strengthening of the columns, and hinge retrofits. The results of the seismic analysis and proposed retrofit strategy have been presented to the Toll Bridge Seismic Safety Peer Review Panel.

Antioch Bridge

Status: The project team delivered 65 percent design plans for review in March 2009. Complete plans and specifications are expected by the end of the year, with contract advertisement in 2010. The estimated cost of the Antioch Bridge seismic retrofit is $313 million. Full funding for the retrofit work has not yet been identified; however, State Assemblyman Tom Torlakson is sponsoring Assembly Bill 1175 to amend the Toll Bridge Seismic Retrofit Program (TBSRP) to incorporate and fund the Antioch and Dumbarton bridge retrofits.

Sample of Lower Half of Isolation Bearing and Slider Used on Benicia Bridge Seismic Retrofit Project



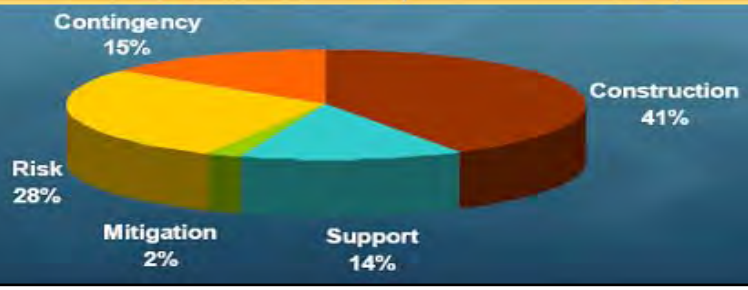
Seismic Retrofit Strategy Summary for Antioch Bridge

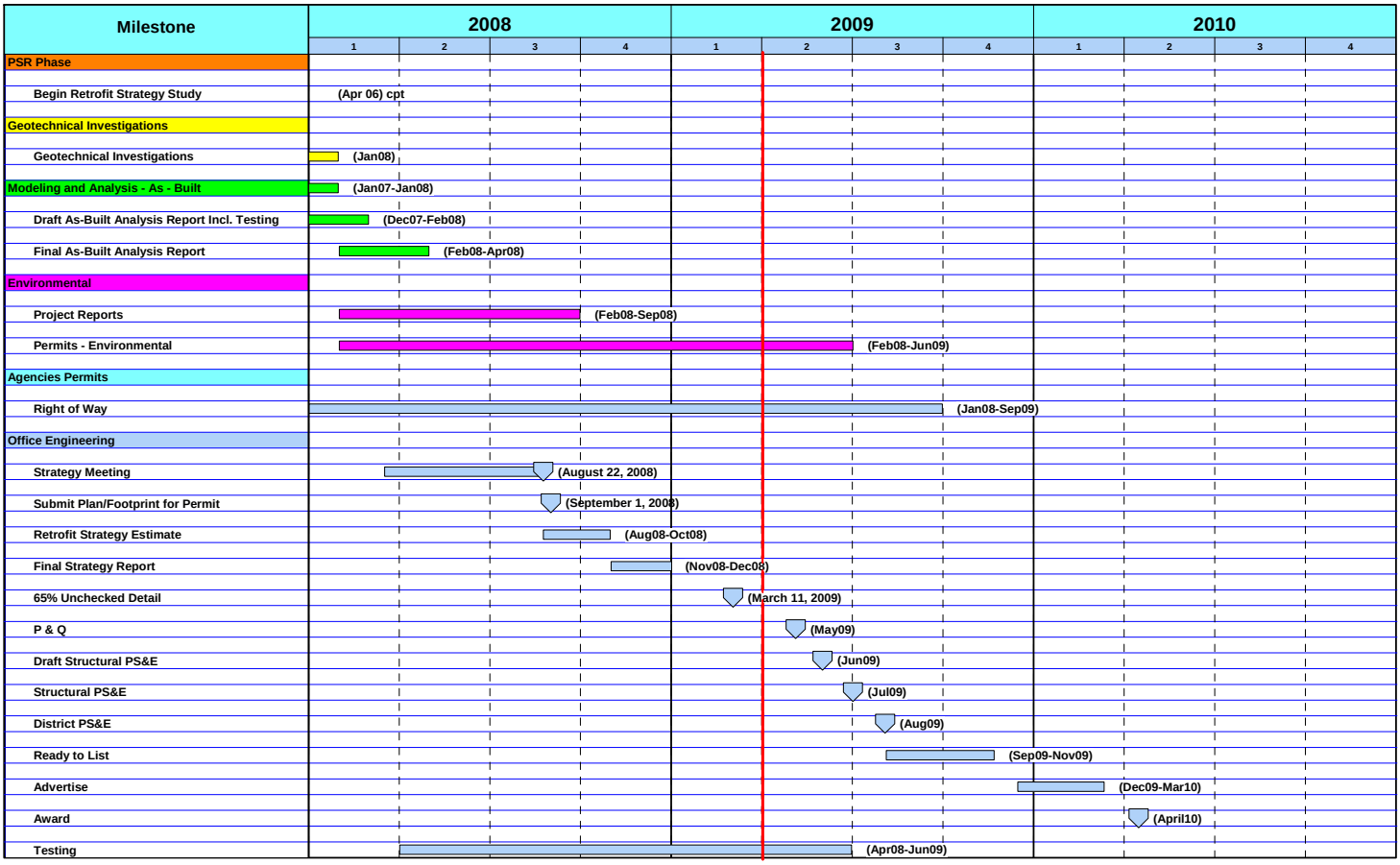
Seismic Retrofits of Dumbarton and Antioch Bridges

Project Cost and Schedule Summaries

Total Project Costs - $950 Million

Description	Antioch ($ Millions)	Dumbarton ($ Millions)
CONSTRUCTION COST (ESCALATION TO MID YEAR OF CONSTRUCTION)	$125	$267
CONTINGENCIES	44	94
SUBTOTAL CAPITAL COSTS	169	361
SUPPORT COSTS	39	95
MITIGATION COSTS	13	7
RISK COSTS	92	174
TOTAL COST ESTIMATE	$313	$637





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REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

New Benicia-Martinez Bridge Project

Project Status: New Bridge Completed 2007

The new Congressman George Miller Bridge opened to traffic in August 2007 taking its place alongside the existing 1962 Benicia-Martinez Bridge, which is named for Congressman Miller's father, the late George Miller, Jr. The new bridge carries five lanes of northbound Interstate 680 traffic, while the existing bridge is being upgraded to carry four lanes of southbound traffic and a new bicycle/pedestrian pathway.

Decades in the planning and construction, the new bridge is designed to a "Lifeline" seismic design standard, expected to be available for emergency response vehicles soon after a major seismic event. Constructed of lightweight concrete, the structure is one of the longest post-tensioned reinforced cast-in-place concrete bridges in the world. The new toll plaza, relocated from Benicia to Martinez, features the Bay Area's first FasTrak® express lanes, which vastly increase the throughput of vehicles using electronic toll collection.

New Benicia-Martinez Bridge Opened to Traffic in August 2007

1962 Benicia-Martinez Bridge Reconstruction Contract

Contractor: ACC/Top Grade, Joint Venture
Approved Capital Outlay Budget: $59.5 M
Status: 63% Complete

A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge is being modified to carry four lanes of southbound traffic (one more than before) - with shoulders on both sides - plus a bicycle/pedestrian path on the west side of the span that will connect to Park Road in Benicia and to Marina Vista Boulevard in Martinez.

Stage 1 – Reconstruction of East Side of Bridge and Approaches

Completed in August 2008, this stage involved removal of the old toll plaza on the Benicia side of the bridge, deck repairs on the east side of span, and repair of the roadway undulations on the southern approach just south of the Marina Vista interchange.

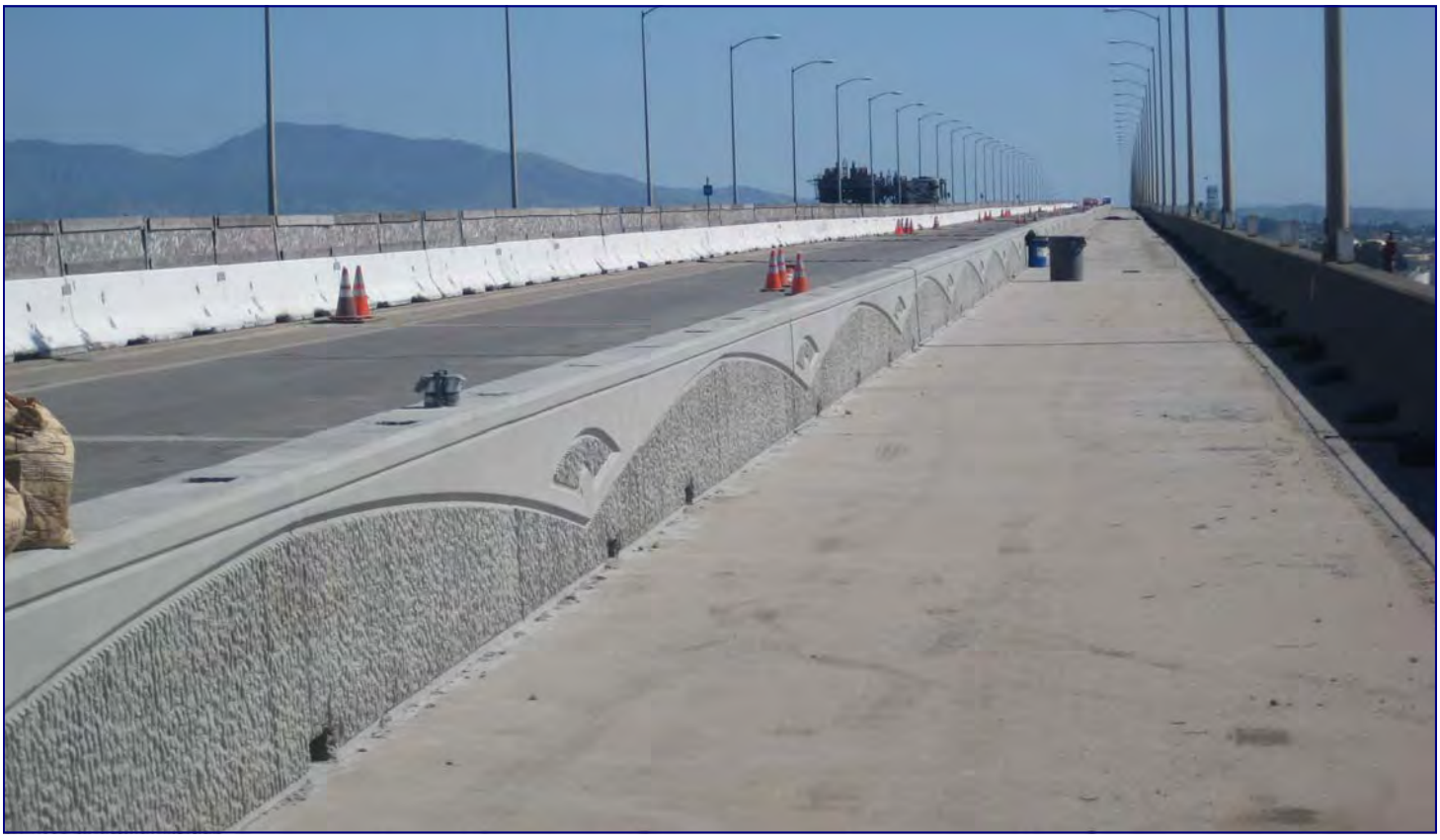
Bike Path to Vista Point on the North Side

Stage 2 – Reconstruction of West Side of Bridge and Approaches and Construction of Bicycle/Pedestrian Pathway

This stage began after southbound traffic was shifted from the west side of the bridge to the newly refurbished east side. It involves repairing the west side bridge deck, repairing undulations on the west side of the roadway in Martinez, demolishing obsolete I-680/I-780 interchange structures, realigning southbound Interstate 680 for four lanes, and construction of the barrier separating traffic lanes from the bicycle/pedestrian path.

Status: Remaining tasks include raising the western portions of the Marina Vista interchange to bring the lanes into the proper alignment, completion of deck rehabilitation work, repair of roadway undulations, and the addition of a new concrete barrier to separate pedestrians and bicyclists from vehicular traffic. The work is currently two months ahead of schedule.

Bike Path North



New Pedestrian/Bicycle Pathway Is under Construction on the West Side of the Existing Bridge

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project
Project Status: Under Construction

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

This corridor is consistently one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct connector ramps, drivers coming off the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880 (see progress photos on pages 86 and 87).

Future Interstate 880/State Route 92 Interchange (as simulated) Looking West towards San Mateo.

Interstate 880/State Route 92 Interchange Reconstruction Contract

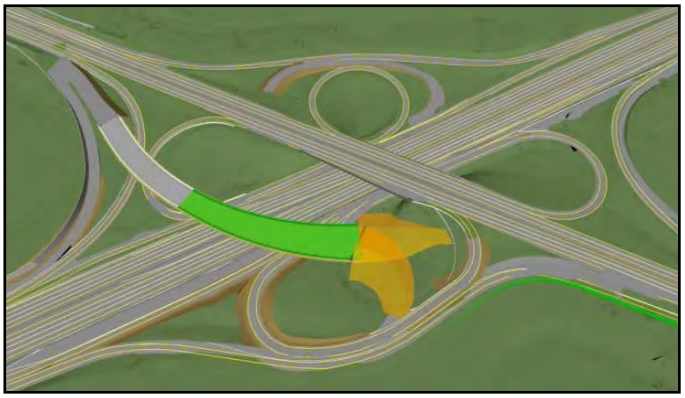
Contractor: Flatiron/Granite
Approved Capital Outlay Budget: $155.0 M
Status: 47% Complete

New East Route 92 to North Interstate 880 Connector under Construction.

Stage 1 – Construct East Route 92 to North Interstate 880 Connector

The new east Route 92 to north Interstate 880 connector (ENCONN) is the most critical flyover structure for relieving congestion in the corridor. The ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

Status: ENCONN was completed and opened to detour traffic on May 16, 2009.

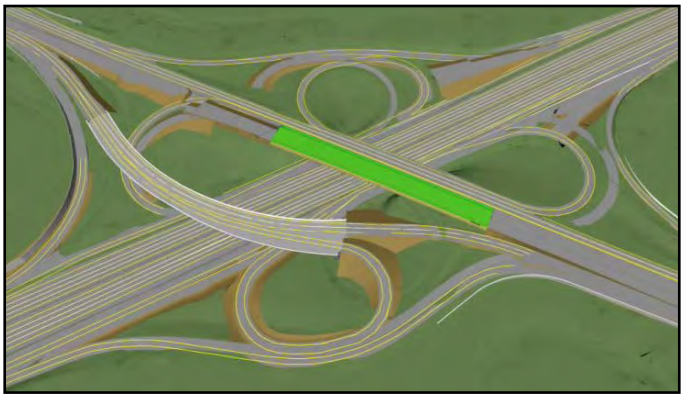


Stage 1 - Construct East Route 92 to North Interstate 880 Direct Connector

Stage 2 – Replace South Side of Route 92 Separation Structure

By detouring eastbound Route 92 traffic onto ENCONN, the existing separation structure that carries SR-92 over I-880 can be replaced. The separation structure needs to be elevated to accommodate east Route 92 to north Interstate 880 traffic under it without a loop alignment. The existing structure will be cut lengthwise, and then demolished and replaced separately. In this stage, the south side of the structure will be replaced, while west Route 92 and south Interstate 880 to east Route 92 traffic will stay on the remaining structure.

Status: Pending Stage 1.

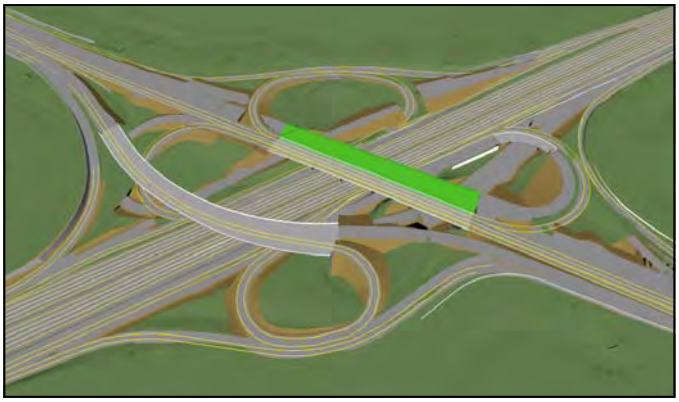


Stage 2 - Demolish and Replace South Side of Route 92 Separation Structure

Stage 3 – Replace North Side Route 92 Separation Structure

Upon completion of Stage 2, the existing north side of the separation structure will be demolished and replaced. Its traffic will then be shifted onto the newly reconstructed south side.

Status: Pending Stage 2.

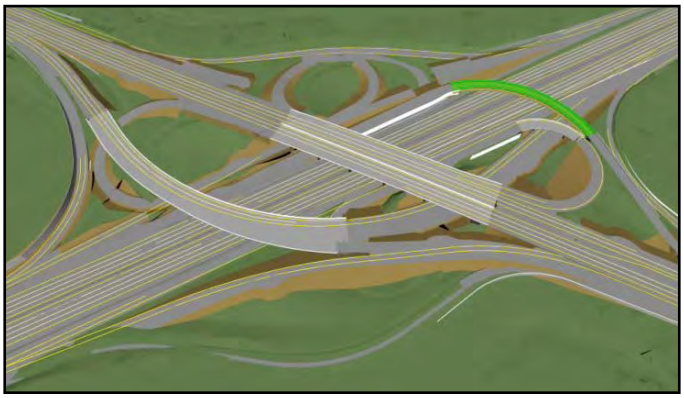


Stage 3 - Demolish and Replace North Side of Route 92 Separation Structure

Stage 4 – Final Realignment and Other Work

Upon completion of the Route 92 separation structure, east Route 92 traffic can be shifted onto its permanent alignment from the new ENCONN and directly under the new separation structure. Along with the ENCONN and Route 92 separation structures, several soundwalls, a pedestrian overcrossing on I-880 at Eldridge Avenue and other ramps and structures will also be reconstructed as part of this project.

Status: The soundwalls in the northwest and southwest quadrants of the interchange are complete. Work continues on walls in the southeast and northeast quadrants, as well as on the pedestrian overcrossing. Final realignment is pending Stage 3.



Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM

Other Completed Projects

San Mateo-Hayward Bridge Widening Project
Project Status: Completed 2003

Widening of the San Mateo-Hayward Bridge Trestle on Left

This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of bridge.

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed:
(1) replacement of the western concrete approach trestle and ship-collision protection fender system; and
(2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.

New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic with Crockett Interchange Still under Construction.

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane, shoulders and a bicycle and pedestrian pathway.

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the U.S. 101/Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle and pedestrian access in the area.

East Tie-In Truss structure under Construction atop Skid Beams

Yerba Buena Island Detour Truss Steel Upper Deck Frame

APPENDICES


S-93"
Weld NO:
VT
UT

Appendix A: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures Through March 31, 2009

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2009)	Cost To Date (03/2009)	Cost Forecast (04/2009)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	-	959.3	703.9	1,173.8	214.5
Capital Outlay Construction	4,492.2	218.8	4,711.0	2,808.3	5,014.4	303.4
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	215.5	5,702.1	3,512.9	6,195.9	493.8
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	114.8	120.0	-
Capital Outlay Construction	309.0	41.7	350.7	318.6	350.7	-
Total	429.0	41.7	470.7	433.4	470.7	-
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	227.2	232.9	-
Total	307.9	-	307.9	302.0	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	668.1	689.5	-
Total	914.0	(97.5)	816.5	794.8	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.1	(7.0)	1,426.1	1,164.8	1,640.6	214.5
Subtotal Capital Outlay	6,286.8	170.0	6,456.8	4,494.0	6,760.2	303.4
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	159.7	7,944.7	5,684.2	8,438.5	493.8
Programatic Risk	-	-	-	-	117.2	117.2
Program Contingency	900.0	(159.7)	740.3	-	129.3	(611.0)
Total Toll Bridge Seismic Retrofit Program	8,685.0	-	8,685.0	5,684.2	8,685.0	-

Notes: * Budget for Richmond-San Rafael Bridge includes $16.9 million of deck joint rehabilitation work that is considered to be eligible for seismic retrofit program funding.

Note: Details may not sum to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures Through March 31, 2009

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2009)	Cost To Date (03/2009)	Cost Forecast (04/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	01202X						
Capital Outlay Support		197.0	(16.0)	181.0	181.1	181.1	0.1
Capital Outlay Construction		1,293.0	(38.9)	1,254.1	1,236.8	1,254.1	-
Total		1,490.0	(54.9)	1,435.1	1,417.9	1,435.2	0.1
East Span - SAS E2/T1 Foundations	0120EX						-
Capital Outlay Support		52.5	(21.5)	31.0	28.4	28.6	(2.4)
Capital Outlay Construction		313.5	(32.6)	280.9	275.0	280.9	-
Total		366.0	(54.1)	311.9	303.4	309.5	(2.4)
East Span - SAS Superstructure	0120FX						
Capital Outlay Support		214.6	-	214.6	138.8	380.7	166.1
Capital Outlay Construction		1,753.7	-	1,753.7	677.6	1,981.1	227.4
Total		1,968.3	-	1,968.3	816.4	2,361.8	393.5
SAS W2 Foundations	0120CX						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	0120RX						
Capital Outlay Support		29.4	36.6	66.0	60.0	85.5	19.5
Capital Outlay Construction		132.0	310.2	442.2	300.7	526.7	84.5
Total		161.4	346.8	508.2	360.7	612.2	104.0
YBI Transition Structures (see notes below)	0120PX						
Capital Outlay Support		78.7	-	78.7	23.7	105.1	26.4
Capital Outlay Construction		299.3	(23.2)	276.1	-	278.0	1.9
Total		378.0	(23.2)	354.8	23.7	383.1	28.3
* YBI- Transition Structures Contract No. 1							
Capital Outlay Support					4.7	64.7	
Capital Outlay Construction					-	215.3	
Total					4.7	280.0	
* YBI- Transition Structures Contract No. 2							
Capital Outlay Support					2.7	23.4	
Capital Outlay Construction					-	59.4	
Total					2.7	82.8	
* YBI- Transition Structures Contract No. 3 Landscape							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
Oakland Touchdown (see notes below)	01204X						
Capital Outlay Support		74.4	-	74.4	54.4	98.6	24.2
Capital Outlay Construction		283.8	-	283.8	161.2	290.6	6.8
Total		358.2	-	358.2	215.6	389.2	31.0
* OTD Submarine Cable	0120K4						
Capital Outlay Support					0.9	0.9	
Capital Outlay Construction					7.9	9.6	
Total					8.8	10.5	
* OTD No. 1 (Westbound)	0120L4						
Capital Outlay Support					30.3	53.3	
Capital Outlay Construction					153.3	214.6	
Total					183.6	267.9	
* OTD No. 2 (Eastbound)	0120M4						
Capital Outlay Support					2.5	20.8	
Capital Outlay Construction					-	62.0	
Total					2.5	82.8	
* OTD Electrical Systems	0120N4						
Capital Outlay Support					0.8	1.5	
Capital Outlay Construction					-	4.4	
Total					0.8	5.9	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support

Note: Details may not sum to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures Through March 31, 2009 (cont.)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2009)	Cost To Date (03/2009)	Cost Forecast (04/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	01209X						
Capital Outlay Support		79.7	-	79.7	0.4	60.0	(19.7)
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.4	282.0	(36.9)
YBI/SAS Archeology	01207X						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	0120QX						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	0120GX						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	01205X						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	01208X						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	0120JX						
Capital Outlay Support		6.0	2.0	8.0	8.1	8.2	0.2
Capital Outlay Construction		15.0	3.3	18.3	16.7	18.3	-
Total		21.0	5.3	26.3	24.8	26.5	0.2
Right-of-Way and Environmental Mitigation	0120X9						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	51.1	72.4	-
Total		72.4	-	72.4	51.1	72.4	-
Sunk Cost - Existing East Span Retrofit	04343X & 04300X						
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.3	-	959.3	703.9	1,173.8	214.4
Subtotal Capital Outlay Construction		4,492.2	218.8	4,711.0	2,808.3	5,014.4	303.4
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project		5,486.6	215.5	5,702.1	3,512.9	6,195.9	493.8

Note:
Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2009)	Cost To Date (04/2009)	Cost Forecast (04/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support							
BATA Funding		84.9	6.7	91.6	91.7	91.8	0.2
Non-BATA Funding		-	-	-	0.1	0.1	0.1
Subtotal		84.9	6.7	91.6	91.8	91.9	0.3
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	753.8	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	763.9	766.6	-
Total		756.9	101.3	858.2	855.7	858.5	0.3
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	30.1	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	77.1	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	98.8	103.2	-
Total		102.6	37.3	139.9	135.2	139.9	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.8	20.1	20.0	20.0	(0.1)
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	76.1	76.4	(0.1)
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	25.1	26.3	-
Total		36.2	5.8	42.0	40.8	42.0	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support							
BATA Funding		4.3	14.3	18.6	15.5	17.8	(0.8)
Non-BATA Funding		-	-	-	0.8	0.9	0.9
Subtotal		4.3	14.3	18.6	16.3	18.7	0.1
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	25.1	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	25.1	59.5	-
Total		21.5	56.6	78.1	41.4	78.2	0.1
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(1.8)	9.6	8.0	9.1	(0.5)
Capital Outlay Construction		20.3	2.8	23.1	16.8	23.6	0.5
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-
Total		52.1	0.9	53.0	41.8	53.0	-
Subtotal BATA Capital Outlay Support		155.7	30.0	185.7	181.0	184.5	(1.2)
Subtotal BATA Capital Outlay Construction		829.9	164.0	993.9	954.0	994.4	0.5
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.2	6.6	7.2	7.6	1.0
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	4.0	24.8	-	24.5	(0.3)
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,191.0	1,272.5	-

Notes: **Includes EA's 00601_,00603_,00605_,00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) (Continued)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2009)	Cost To Date (04/2009)	Cost Forecast (04/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	256.0	(1.3)
Total		313.8	3.7	317.5	316.1	316.2	(1.3)
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	72.0	(1.9)
Total		105.9	(0.1)	105.8	103.8	103.9	(1.9)
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	-	16.1	15.5	15.6	(0.5)
Capital Outlay Construction		35.2	-	35.2	34.8	35.2	-
Total		51.3	-	51.3	50.3	50.8	(0.5)
Other Contracts	**See note below**						
Capital Outlay Support		15.8	0.2	16.0	16.3	17.0	1.0
Capital Outlay Construction		18.8	(0.8)	18.0	16.1	17.6	(0.4)
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.4	(0.1)
Total		45.1	(0.6)	44.5	42.3	45.0	0.5
Subtotal BATA Capital Outlay Support		124.4	(0.2)	124.2	123.9	124.7	0.5
Subtotal BATA Capital Outlay Construction		381.2	3.2	384.4	378.7	380.8	(3.6)
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.4	(0.1)
Project Reserves		12.1	(3.0)	9.1	-	2.3	(6.8)
Total Carquinez Bridge Replacement Project		528.2	-	528.2	512.5	518.2	(10.0)

Notes: **Other Contracts includes EA's 01301_,01302_, 01303_, 01304_,01305_, 01306_, 01307_, 01308_, 01309_,0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) (Continued)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2009)	Cost To Date (04/2009)	Cost Forecast (04/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation			See note [1] below				
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	1.4	(0.8)
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	11.8	1.0
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	0.8	0.8
Total		102.1	-	102.1	96.3	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	04152_						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.3	(0.3)
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.3	(0.3)
Capital Outlay Construction		16.9	3.6	20.5	16.3	16.3	(4.2)
Project Reserves		0.1	0.8	0.9	-	0.4	(0.5)
Total		25.0	-	25.0	19.6	20.0	(5.0)
Richmond Parkway Project (RM 1 Share Only)	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening	See note [2] below						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.1	(0.2)
Capital Outlay Construction		180.2	-	180.2	174.1	174.1	(6.1)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	1.0	(0.8)
Total		217.8	-	217.8	208.7	209.8	(8.0)
I-880/SR-92 Interchange Reconstruction	EA's 23317_, 01601_, and 01602_						
Capital Outlay Support		28.8	26.2	55.0	46.9	63.4	8.4
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	61.2	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	61.2	155.0	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-
Project Reserves		0.3	17.8	18.1	-	9.7	(8.4)
Total		133.8	111.2	245.0	119.7	245.0	-
Bayfront Expressway Widening	EA's 00487_, 01511_, and 01512_						
Capital Outlay Support		8.6	(0.3)	8.3	8.3	8.4	0.1
Capital Outlay Construction		26.5	-	26.5	24.9	25.0	(1.5)
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	0.5	(0.6)
Total		36.1	-	36.1	33.4	34.1	(2.0)
US 101/University Avenue Interchange Modification	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	55.0	413.3	398.9	419.8	6.5
Subtotal BATA Capital Outlay Construction		1,569.8	231.0	1,800.8	1,650.6	1,779.1	(21.7)
Subtotal Capital Outlay Right-of-Way		42.5	6.9	49.4	39.2	48.4	(1.0)
Subtotal Non-BATA Capital Outlay Support		14.0	1.2	15.2	17.6	18.0	2.8
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	20.2	55.8	-	39.2	(16.6)
Total RM1 Program		2,112.6	323.8	2,436.4	2,189.2	2,406.4	(30.0)

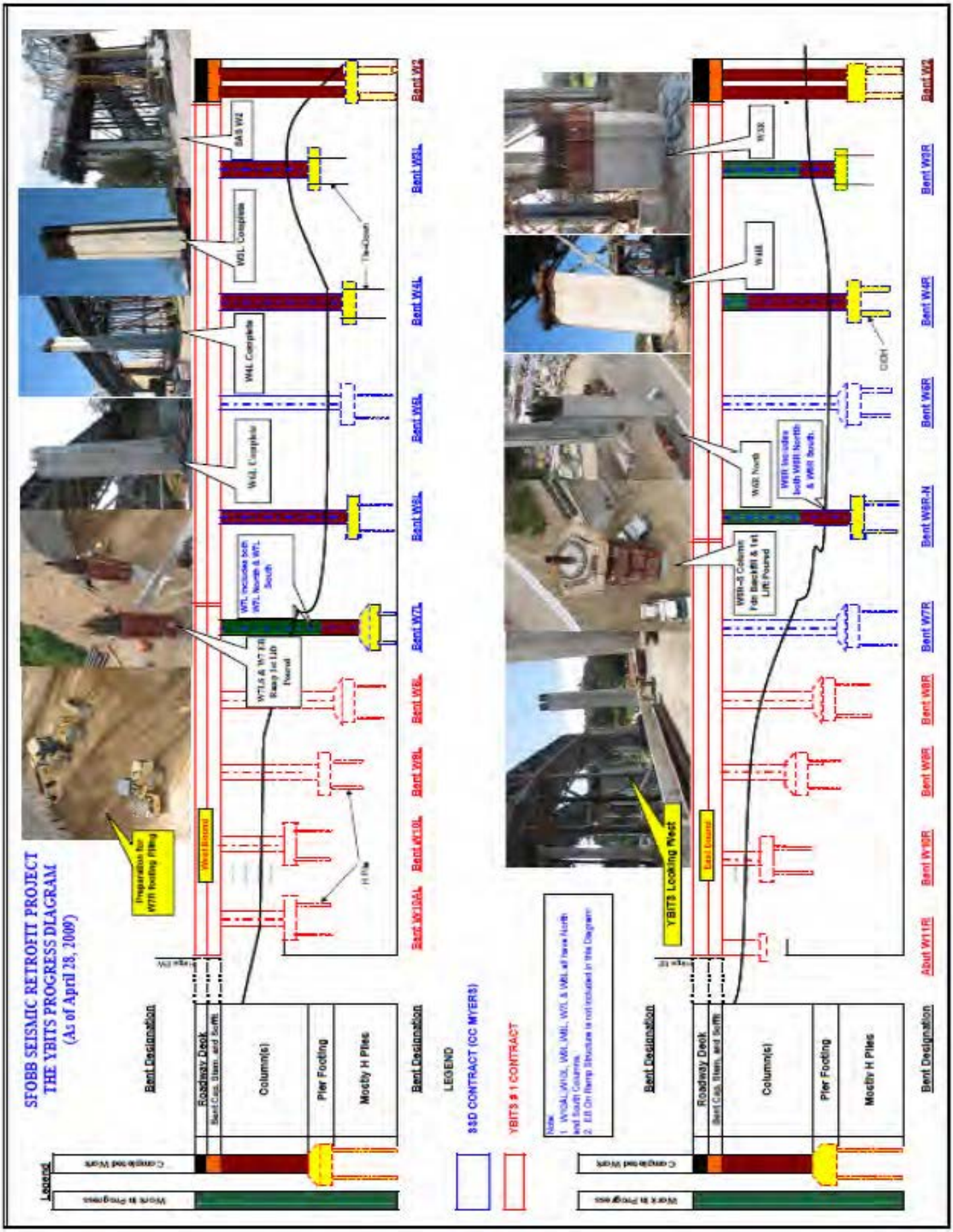
Notes:

1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

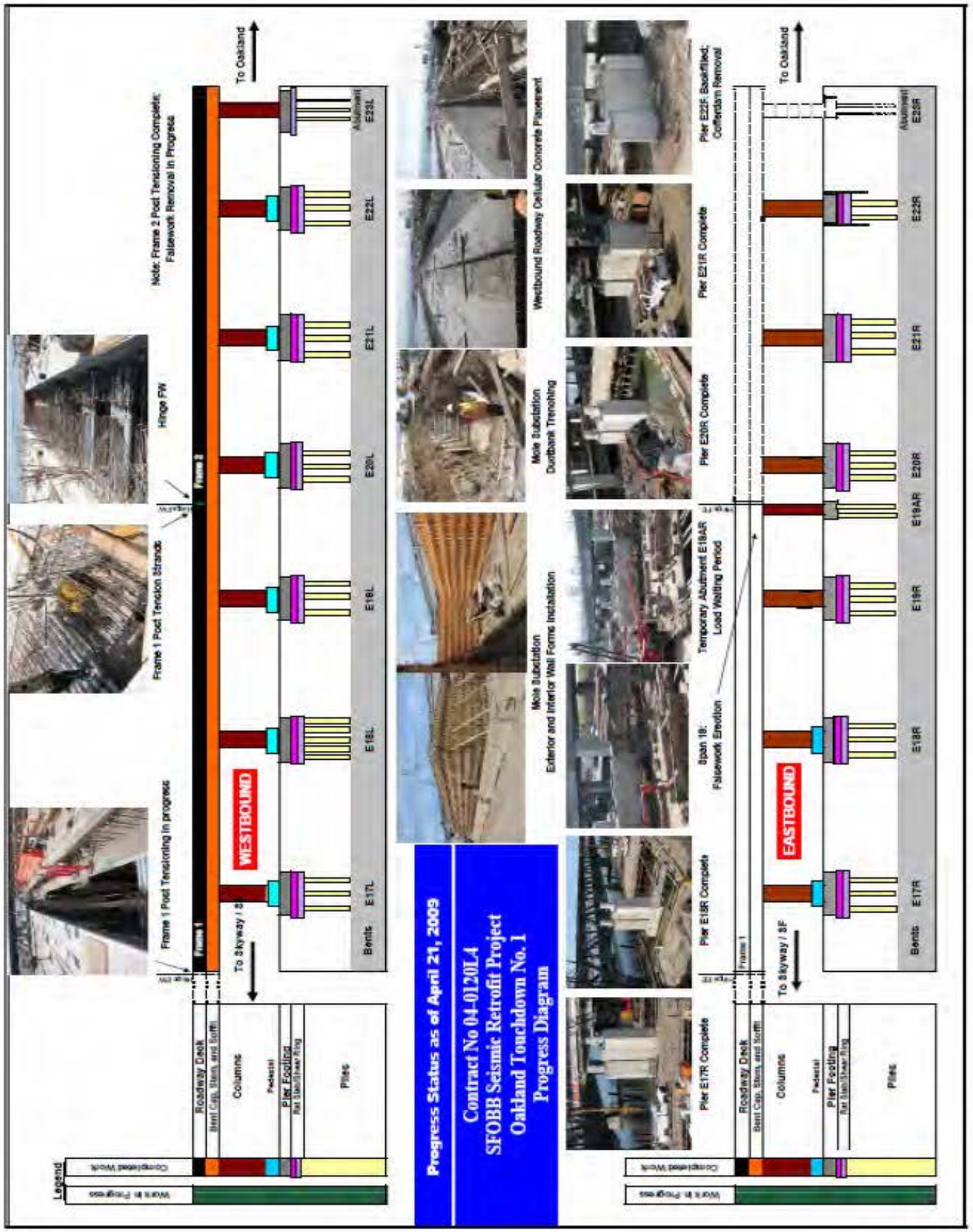
2 San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.

Appendix D: YBITS Advanced Work Project Progress Diagram



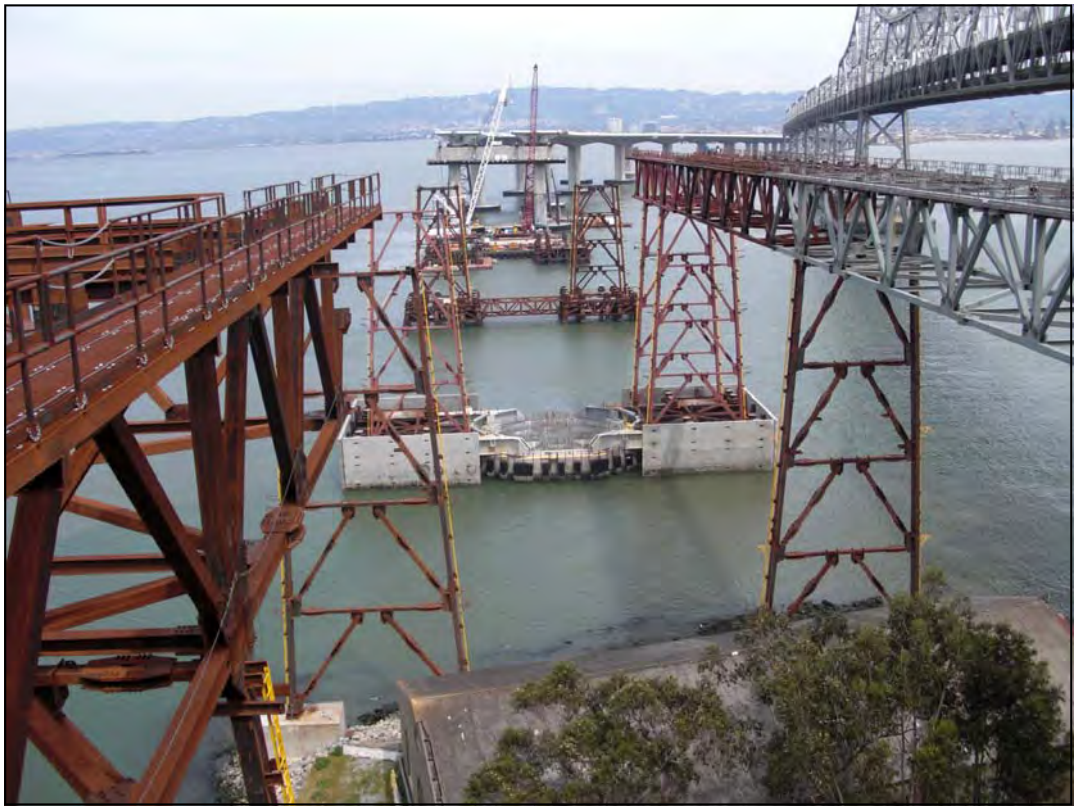
Appendix E: OTD #1 Program Diagram



Appendix F: Project Progress Photographs

Appendix F: Project Progress Photographs

Yerba Buena Island Detour



Temporary Towers Looking from W2 to the East

East Tie-In Truss Structure Support

East Tie-in Skid Bent System Framing

East Tie-in Skid Beams and Truss Supports

Appendix F: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication

CB1 Assembly in Bay 1

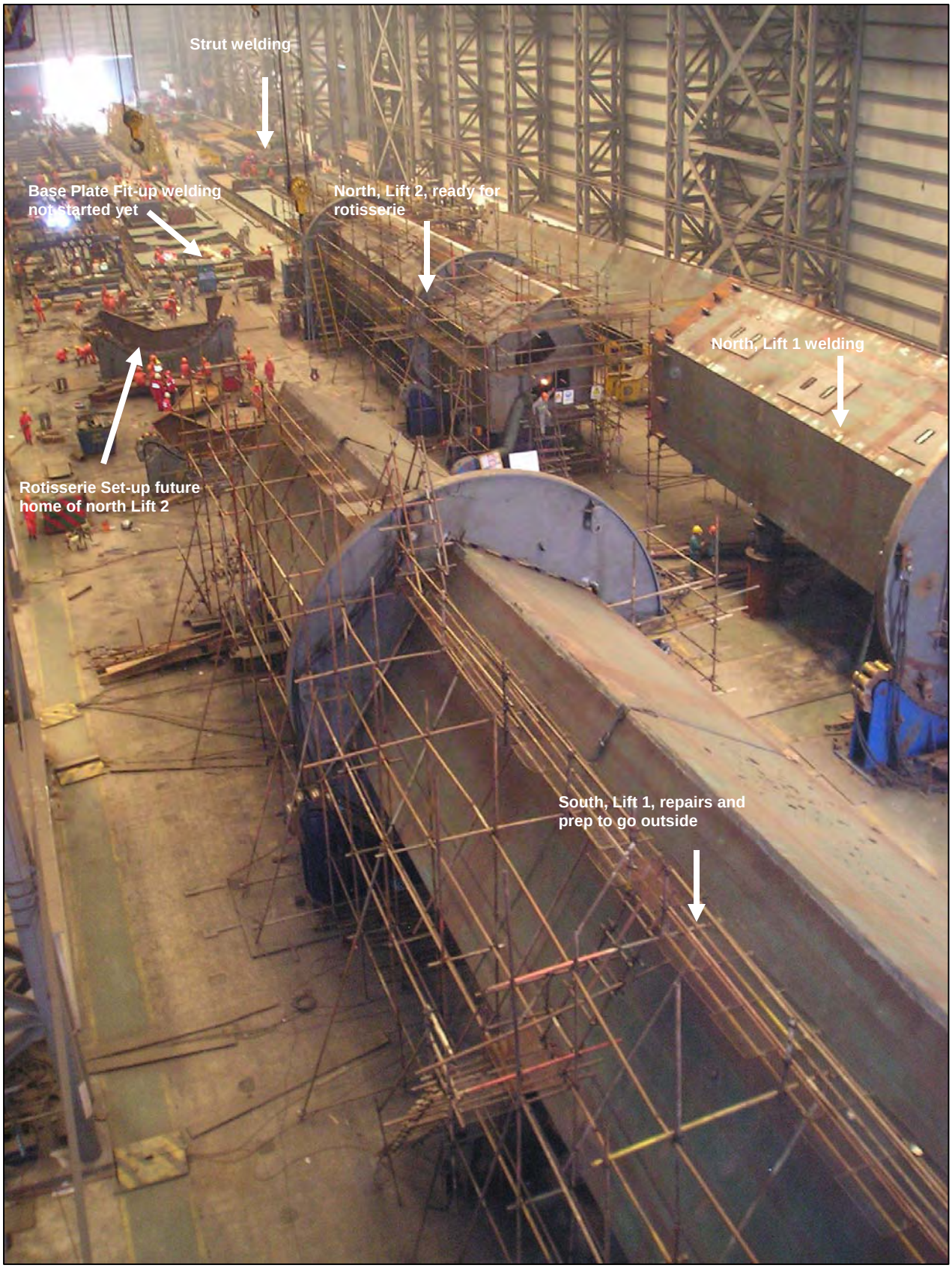
Bike Path Bracket Assembly in Bay 5

Overview of 1 BW Assembly in Bay 13

Overview of East Jig in Bay 14

Appendix F: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication


Strut welding
Base Plate Fit-up welding not started yet
North, Lift 2, ready for rotisserie
North, Lift 1 welding
Rotisserie Set-up future home of north Lift 2
South, Lift 1, repairs and prep to go outside

Appendix F: Project Progress Photographs

Oakland Touchdown

Westbound Precast Panels Installed

Completed Frame Two Pre-Stressing

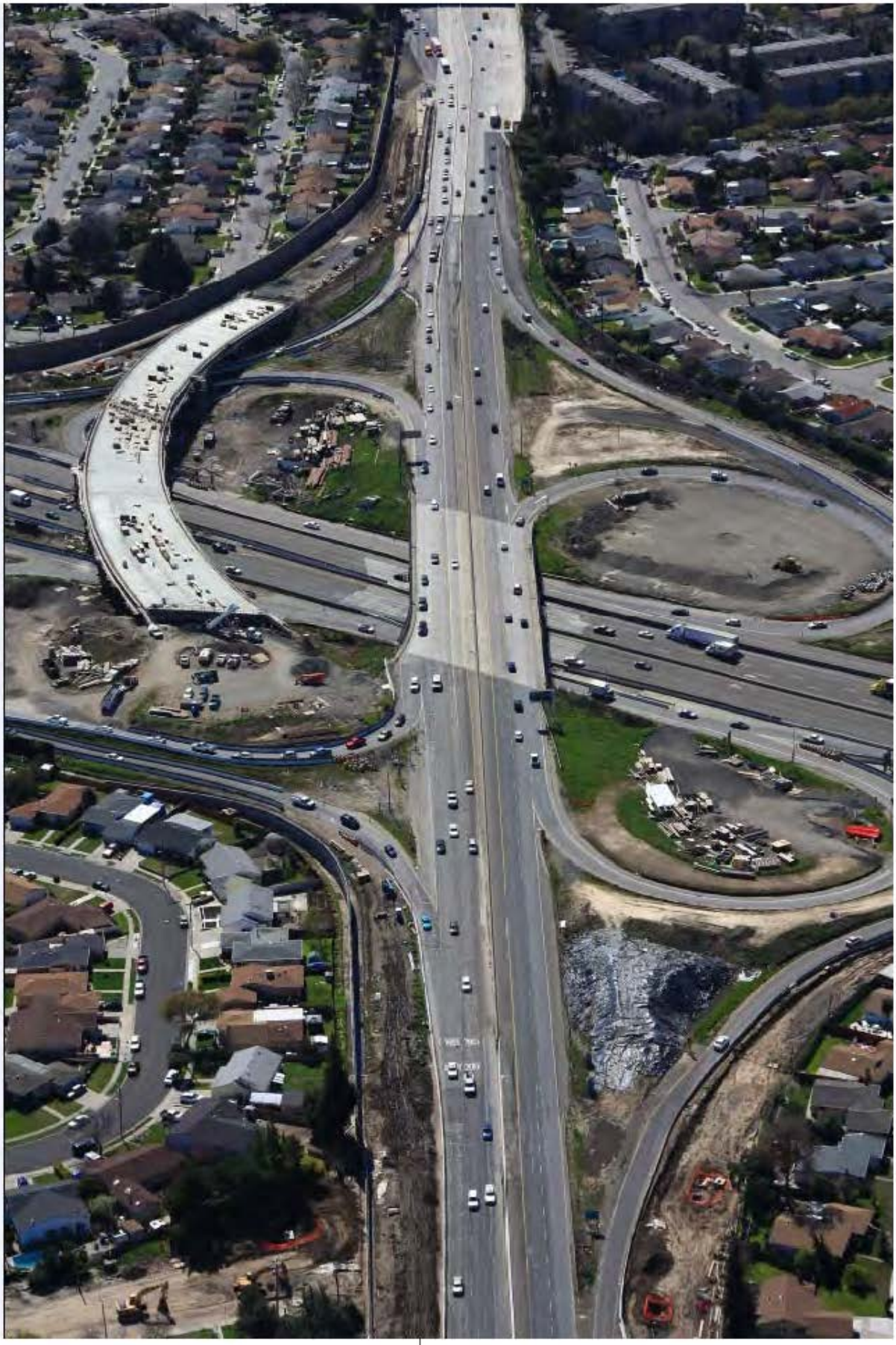
OTD #1 Westbound Barrier Lighting Conduit and Poles Installation

Appendix F: Project Progress Photographs

92/880 Interchange

Work at Eldridge Avenue

Work at Eldridge Avenue



Overview of 92/880 Interchange

Appendix G: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.

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The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is $1,574,873.73.

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: May 28, 2009

FR: Bart Ney, Public Information Officer, Caltrans

RE: Agenda No. - 5b

Item- Program Issues
Communications Plan Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Public Information Officer Bart Ney will provide an update on recent communications activity for the San Francisco-Oakland Bay Bridge Seismic Safety Projects at the TBPOC June 4 meeting. The presentation will include a look at highlights from the past three months, and anticipated activity throughout the summer leading up to the Labor Day weekend closure of the Bay Bridge.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a1
San Francisco-Oakland Bay Bridge Updates
Item- Yerba Buena Island (YBI) Detour
East Tie-In (ETI) Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Yerba Buena Island (YBI) Detour contract is making good progress on the East Tie-In. The following work is ongoing or scheduled to occur in the near future:

- Certified Welding Inspector day inspections
- Joint seal assembly mock-up
- Bolt up of lower skid bents B1 and B2
- Truss touch-up paint, truss bolt up and installation of upper metal deck, and installation of upper deck shear studs
- Erecting upper skid bents B1 and B2 is scheduled to begin Wednesday 5/27/09
- Bolt up of upper skid bents B1 and B2 is scheduled to begin Thursday 5/28/09

Work on many of the above mentioned items is taking place 6 days a week during 2 -10 hours shifts each day. This work is currently scheduled to be completed in time to meet the Labor Day 2009 milestone to perform the Roll-Out/ Roll-In operation.

Attachment(s):
SSD and YBITS Progress Diagram as of 5-19-09

SSD & YBITS Progress Diagram as of 05-19-09

YBITS W7L-S & W7 EB Ramp 3rd Lifts Ready for Pour

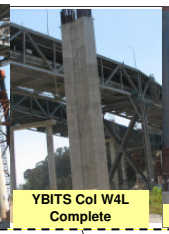
YBITS W7R Piling in Progress

YBITS W6R-S Col. 3rd Lift Ready for Pour

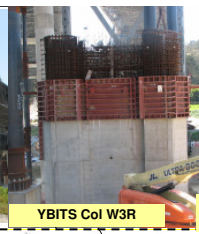
YBITS Column W6R North

YBITS Column W6L Complete

YBITS Col W4R

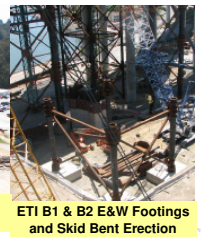


YBITS Col W4L Complete

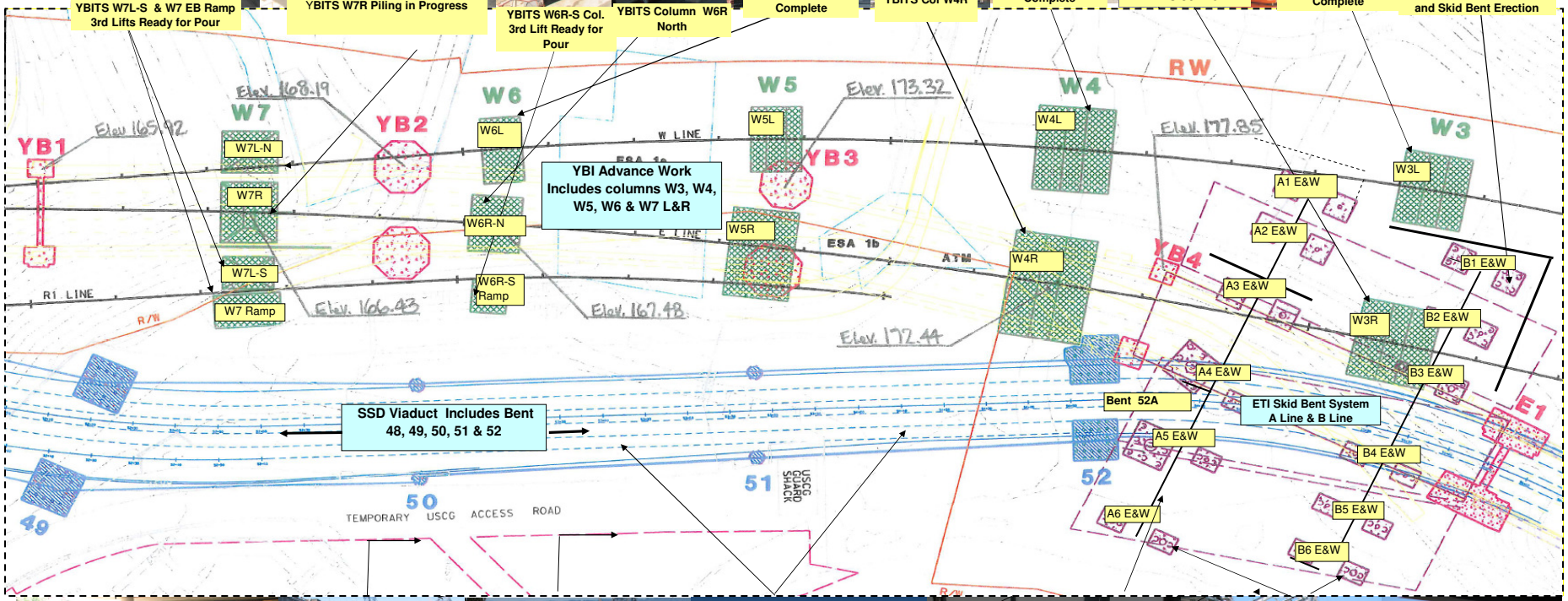


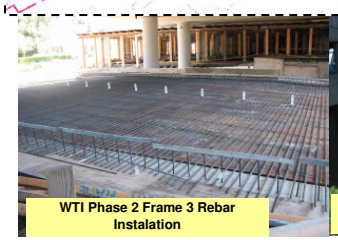
YBITS Col W3R

YBITS Col W3L Complete

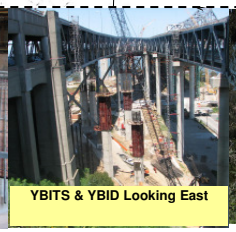


ETI B1 & B2 E&W Footings and Skid Bent Erection

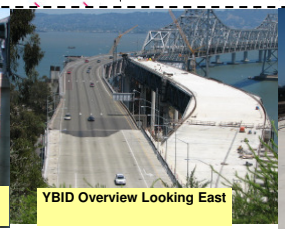




WTI Phase 2 Frame 3 Rebar Instalation

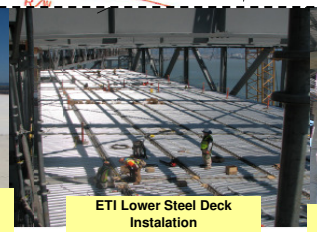


YBITS & YBID Looking East



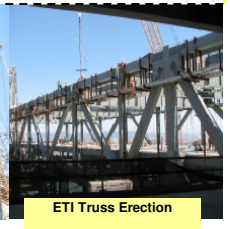
YBID Overview Looking East

Viaduct Span 50 & 51 Upper Deck Concrete Complete



ETI Lower Steel Deck Instalation

ETI Skid System



ETI Truss Erection

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a2
San Francisco-Oakland Bay Bridge Updates
Item- Yerba Buena Island (YBI) Detour
East Tie-In (ETI) Contingency Plan

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
It is requested that the TBPOC approve the ETI Contingency Plan for the San Francisco-Oakland Bay Bridge for the weekend closure period from Wednesday night 9/9/09 at 8 PM through Monday 9/14/09 at 5 AM.

The ETI Roll-Out/ Roll-In operation is scheduled to take place over Labor Day weekend 2009. The scheduled closure is to take place from Thursday 9/3/09 at 8:00 PM through Tuesday 9/8/09 at 5:00 AM.

If the weather cooperates there may be up to 24 hours of float in this schedule. However, wind could play a significant role in determining if this weekend is a viable weekend to perform the work. The problem is that if the wind is above 25 to 30 mph, moving the structures would be unsafe to workers. While these winds are not likely at this time of the year, if this occurs, it may require a 12 hour or more waiting period to get to the next time when the winds may be acceptable for continuing the moving operation. This would significantly impact the float for the schedule for this work.

If Labor Day weekend closure is aborted, then the first fall-back weekend would be the following weekend. If this were to occur, then staff recommends that the closure start on Wednesday night 9/9/09 at 8 PM and finish by Monday 9/14/09 at 5 AM. This different

start time for the closure would enable the work to only impact one work week instead of two separate work weeks.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a3

Item- San Francisco-Oakland Bay Bridge Updates
YBI Detour Budget Change

Recommendation:
APPROVAL

Cost:
Increase the approved construction contract budget by $50.6 million for a total approved budget of $492.8 million.

Schedule Impacts:
N/A

Discussion:
The estimated project completion costs for the YBI Detour have been revised to $492.2 million. This figure is based on all information available as of May 2009. This amount includes a contingency of 25%. This contingency will allow a rapid response to any unanticipated issues prior to Labor Day as well as funding, if needed, for implementation of a second weekend contingency plan (shifting Labor Day work to the following weekend due to weather conditions).

Major cost increases contributing to this revised figure are as follows:

1. The March 2008 approved budget ($442.2 million) was based on in progress (65% plans) WTI Phase 2 and ETI contract plans whereas this revision is based on up to date information (100% plans),
2. An increase in the fabrication costs of the ETI resulting from an increase in steel weight from the 65% to 100% design plans along with a market fluctuation in steel prices during fabrication, and
3. Additional costs to mitigate schedule pressures to achieve the Labor Day 2009 traffic switch milestone.

This estimate revision is within the project's approved budget balance beam risk management variance.

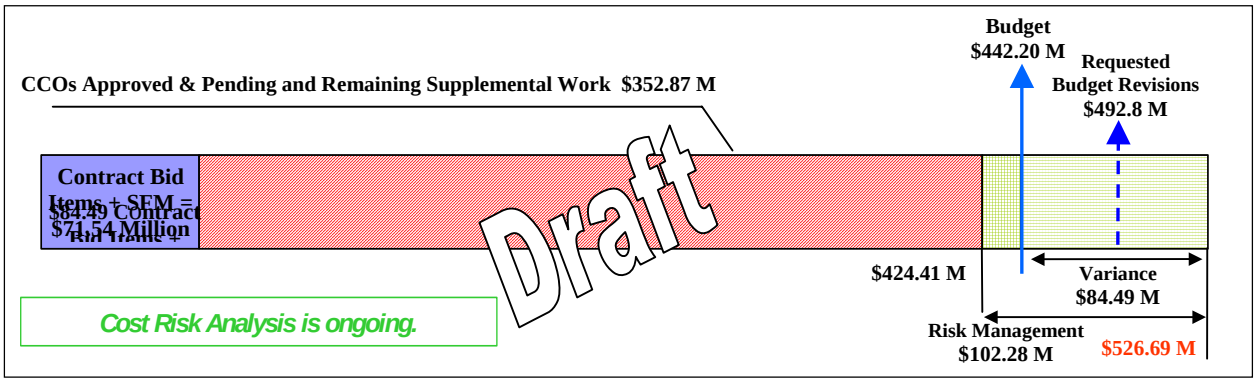
Attachment(s):
South-South Detour CCO Implementation Strategy Document, June 4, 2009

South-South Detour (Contract 04-0120R4)			
Contract Award:	**March 10th, 2004**	Suspension Days:	**302 Working Days**
Original Working Days:	**475 Working Days**	Contract Extensions:	**1195 Working Days**
Original Contract Completion:	**July 27th, 2005**	Projected Contract Completion:	**November 10, 2010**

Introduction

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion" issued December 14, 2006, and "Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order" issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project.

The current approved budget for the SSD Project is $442.2M. This figure, established in January 2008, was based on available information at that time noting that the design of the WTI Phase 2 and ETI were not fully complete. In May 2009 the projected contract completion costs were revised to $492.8M. This figure is within the projects approved budget balance beam, as shown below:



Scope of Work for SSD

The revisions to the original scope of work currently associated with the South-South Detour Project have been assigned into the following categories with their associated estimated cost:

Category	Scope of Work	Current Budget (March 2008)	In Progress Status Update from March 08 Approved Budget		Requested Budget Revision
			Current	Delta	
(0)	Original Bid Items, Baseline CCOs (1 through 48), and State Furnished Materials	$83.7	$83.7	$0	$83.7
(1)	SSD New Viaduct	$31.9	$40.1	$8.2	$40.1
(2a)	West Tie-In Existing Viaduct Phase 1	$39.6	$40.1	$0.5	$40.1
(2b)	West Tie-In Phase 2	$15.0	$21.8	$6.8	$21.8
(3)	East Tie-In	$72.5	$140.0	$67.5	$140.0
(4)	YBI Transition Structures Advance Foundations	$105.8	$104.3	($1.5)	$104.3
(5)	Administrative Issues and General CCOs	$48.6	$37.8	($10.8)	$37.8
Subtotal		**$397.1**	**$467.8**	**$70.7**	**$467.8**
Contingency		**$45.1**	**($25.6)**		**$25.0**
Approved Budget		**$442.2**			**$492.8**

Contract payments as of May 20, 2009: $333.2M

As shown, the current status of CCOs required to modify the original scope of the SSD work as defined in Categories 1 through 5 is $384.1M. The status of each category of work is discussed in the succeeding pages of this report.

Bid Items, Baseline CCOs, & State Furnished Material (0)

The break down of Category (0) is as follows:

Original Contract Amount	$ 71.2 million
Baseline CCOs (1 through 48)	$ 12.1 million
State Furnished Materials	$ 0.4 million
Total	$ 83.7 million

Baseline Contract Change Orders (1 through 48)

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	$200,000.00
2	Bidder Compensation	5/8/2004	$1,575,000.00
3	Partnering	9/7/2004	$25,000.00
4	DRB	9/7/2004	$100,000.00
5	Federal Trainee Program	11/12/2004	$20,000.00
5S1	Non-Journey Person Training	3/10/2005	$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	$0.00
7	Sampling and Analysis Work	8/30/2004	$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	$500,000.00
11	Utility Potholing	9/14/2004	$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	$5,000.00
13	PMIV Document Management System	11/3/2004	$486,743.50
14	Temporary Suspension	5/19/2004	$0.00
15	Archaeology Investigation	7/19/2004	$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	$108,217.45
18	Access Control Measures	9/8/2004	$50,000.00
19	EDR1 Alignment Modification	5/12/2005	$0.00
20	A490 Bolts	10/23/2006	$0.00
21	Removal /Disposal of Stairway	4/13/2005	$14,060.00
22	Clean Stairs and Walkways	5/24/2005	$35,000.00
22S1	Additional Funds for Cleaning Stairs and Walkways	11/24/08	$25,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	$29,782.99
24S2	Temporary Suspension Partially Extended	5/2/2006	$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundary	3/24/2005	($19,000.00)
26	Bent 48 Articulation	4/22/2005	$0.00
27	Bent 52L Footing Conflict	1/19/2006	$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36*	Extend Limits of Viaduct Demolition	Voided	N/A
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	$0.00
39	Provide Shuttle Service to USCG	6/27/2005	$10,000.00
40	Sewer Pipe Material Change	9/26/2005	$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	$5,000.00
43	Material On Hand Specification Change	9/16/2005	$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation		$47,480
45	Additional SWPPP	2/21/2006	$250,000.00
46	Southgate Road Reopening	3/8/2006	$50,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	$100,000.00
48	Buried Man-Made Objects	12/15/2005	$50,000.00
Total for Baseline Contract Change Orders			**$12,107,527**

- The scope of work for CCO No. 36 was completed and compensated for under the larger scope of CCO No. 76.

SSD New Viaduct

1

Progress of Work

Construction of foundations, columns, and bent caps is complete. Fabrication of the structural steel truss, performed by Dongkuk S&C in South Korea, is complete with all steel having arrived in the U.S. All Viaduct steel has been erected into place. All decks are complete. Barrier rail construction is in progress.

Status of Contract Change Orders: SSD New Viaduct:

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
49	LS	Stringer and Floor Beam Design Study	N/A	N/A	Executed 5/2/2006	$109,183	N/A
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	I&A 12/08/06	N/A	Executed 8/17/2006	$150,000	N/A
49S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	N/A
Subtotal (CCO #49 and Supplements)						$359,182	
50	FA	Stand Alone Viaduct Design	N/A	N/A	Executed 5/8/2006	$325,000	N/A
50S1	FA		I&A 9/21/06	N/A	Executed 10/16/2006	$300,000	N/A
50S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	N/A
50S3	FA		I&A 2/09/07	N/A	Executed 2/13/07	$175,000	N/A
Subtotal (CCO #50 and Supplements)						$900,000	
54	LS	Deck Drainage	N/A	N/A	Executed 5/2/07	$8,000	N/A
55	LS	Viaduct Fabricator Change (SGT Closeout)	I&A 7/08/07	Approved 6/27/07	Executed 8/7/07	$5,665,330	N/A
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials	I&A 1/24/08	Approved 3/5/08	Executed 3/17/08	$980,600	$70,600
59	LS	Water Blast Rebar Cages	N/A	N/A	Executed 2/22/07	$5,000	N/A
59S1	LS	Additional funds, Water Blast Rebar Cages	N/A	N/A	Executed 11/24/08	$5,000	$5,000
60	LS	Construction of Bent Caps	I&A 6/13/07	Approved 6/27/07	Executed 6/18/07	$7,435,950	N/A
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	I&A 5/14/07	N/A	Executed 9/27/07	$800,000	N/A
79	LS	Fabrication Cost for Viaduct Design Changes July '05 - October '06	I&A 7/19/07	N/A	Executed 8/7/07	$803,400	N/A
79S1	LS	Fabrication Cost for Viaduct Design Changes - July 05-Oct 06	I&A 6/13/08	N/A	Executed 8/4/08	$75,860	($174,140)
80	LS	Erection Costs for Viaduct Design Changes through October 2006	N/A	Approved 1/31/08	Executed 2/20/08	$6,912,200	N/A
82	**FA**	**OGAC Paving, Barrier Changes for Deck Drainage (Scuppers), and Expansion Dams**		**N/A**	**In progress**	**$634,394**	**$384,394**
85	LS	Design of 300mm Waterline Relocation	N/A	N/A	Executed 3/17/08	$12,480	$1,994
87	LS	Viaduct Shipping Escalation Costs	I&A 7/24/07	N/A	Executed 10/2/07	$534,570	N/A
87S1	LS	Viaduct Shipping Escalation Costs	I&A 1/14/08	N/A	Executed 1/30/08	$200,000	N/A
88	LS	Viaduct Fabrication Delays	I&A 7/19/07	N/A	Executed 8/7/07	$954,460	N/A
88S1	LS	Viaduct Fabrication Delays	I&A 8/22/07	N/A	Executed 9/27/07	$776,630	N/A
98	FA/LS	Viaduct Steel Storage and Handling Cost	I&A 5/30/08	N/A	Executed 6/18/08	$845,370	$345,370
99	LS	Viaduct Erection Costs (Post Oct. 2006)	I&A 4/17/08	N/A	Executed 5/22/08	$862,614	($14,716)

99S1	**LS**	**Additional Viaduct Erection Costs**		**N/A**	**In progress**	**$125,000**	
100	FA	Viaduct Fabrication Costs (Post Oct. 2006)	I&A 1/22/08	N/A	Executed 1/28/08	$650,000	N/A
105	FA/LS	Dongkuk Fabrication and Temp Bracing Fabrication Costs (July 2007 Plans)	I&A 4/2/08	Approved 4/3/08	Executed 4/17/08	$2,140,640	$690,640
106		CCO Voided…previous scope of work was incorporated into CCO 105				-	-
107	LS	Furnish and Drive Erection Tower Falsework Piles	I&A 8/07/08	N/A	Executed 10/02/08	$855,190	$355,190
111	FA/LS	USCG Parking Replacement and Protection	N/A	N/A	Executed 3/17/08	$163,223	$163,223
111S1	LS	Additional costs USCG Parking Lot	N/A	N/A	Executed 6/30/08	$8,940	$8,940
115	FA	Third VIA Shipping for CCO #67 July 07 plans	I&A 5/06/08	N/A	Executed 5/22/08	$850,000	$450,000
128		**60% of Waterline Relocation and Viaduct Connection Modifications**		**N/A**	**In progress**	**$863,590**	**$863,590**
133	-	Lightweight Conc. Mix Design Spec Change	N/A	N/A	Executed 9/12/08	$0	$0
134	**LS**	**60% of Project Wide Electrical Changes**		**TBD**	**In Progress**	**$1,380,554**	**$1,590,554**
196		**Revised Electrical Lighting**		**TBD**	**In Progress**	**$210,000**	
135	LS	Rebar Deck Escalation Costs	I&A 11/09/08	N/A	Executed 1/28/09	$995,100	$495,100
136	FA/LS	Provide additional alternate entrance access to USCG Base	N/A	N/A	Executed 9/23/08	$74,540	$74,540
138	LS	Waterline Relocation for Fire Hydrant (Conflicts with Span 49 Falsework)	N/A	N/A	Executed 9/23/08	$278,200	$278,200
148	FA	USCG Road Canopy below Viaduct	I&A 8/27/08	N/A	Executed 9/23/08	$500,000	$500,000
152	LS	Relocate USCG Road for steel erection FW Towers at Span 51	I&A 1/06/09	N/A	Executed 2/4/09	$336,420	$186,420
156	LS	Span 49 F/W Conflict w/ USCG Utilities	N/A	N/A	Executed 9/23/08	$180,820	$180,820
163		**Viaduct Grade Conflict**		**N/A**	**In Progress**	**$100,000**	**$100,000**
173		**Deck Casting and Expansion Joint Escalation**		**TBD**	**In Progress**	**$1,000,000**	**$1,000,000**
178		**Type 7 Fence at Barrier**		**N/A**	**In Progress**	**$83,180**	**$83,180**
198		**Job Wide Stripping Plan (Viaduct Portion)**		**TBD**	**In Progress**	**$90,000**	**$90,000**
199		**Install Overhead Sign**		**TBD**	**In Progress**	**$100,000**	**$100,000**
201		**Viaduct Steel Erection USCG Protective Netting**		**N/A**	**In Progress**	**$230,000**	**$230,000**
205		**Viaduct Span 51 Steel Erection USCG Disruptions**		**N/A**	**In Progress**	**$140,000**	**$140,000**
Current Forecast for SSD New Viaduct						**$40,126,438**	**$8,198,899**

Budget Status

The Viaduct portion of the SSD was bid at $26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $9M. The January 2008 revised additional cost estimate is $31.9M with a current projection of $40.1M. CCOs executed to date are $35.2M.

West Tie-In — Phase 1 — 2a

Progress of Work

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain. WB On-ramp was reopened on August 8, 2008.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
58	FA	Bridge Removal Plan	N/A	N/A	Executed 11/21/06	$60,000	N/A
58 S1	FA	Bridge Removal Plan	N/A	N/A	Executed 7/05/07	$40,000	N/A
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	I&A 1/09/07	N/A	Executed 2/27/07	$400,000	N/A
61S1	LS/FA	Construction of Stage 1 Area and Substructure	I&A 5/16/07	Approved 6/27/07	Executed 5/18/07	$9,995,644	N/A
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	N/A	Executed 7/20/07	$175,000	N/A
68	FA	Temporary Electrical Work	N/A	N/A	Executed 7/20/07	$140,000	N/A
68S1	FA	Temporary Electrical Work Stage 2, 3 &4	I&A 12/02/07	N/A	Executed 10/31/07	$510,000	N/A
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$11,096,900	N/A
76	LS	Labor Day Bridge Demolition and Move-In	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$2,240,300	N/A
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	I&A 8/28/07	Approved 8/24/07	Executed 9/27/07	$10,144,140	N/A
84	LS	Skid Track Foundations and Temporary Columns	I&A 7/27/07	Approved 7/27/07	Executed 7/31/07	$3,980,000	N/A
101	LS	Reconstruct Slab, West Bound On-ramp	I&A 4/02/08	N/A	Executed 4/17/08	$846,140	$480,700
101S1	LS	WB Onramp Supplemental Work	I&A 1/06/09	N/A	Executed 2/4/09	$149,560	
102	FA	North side Drainage Work	N/A	N/A	Executed 4/4/08	$60,000	**$12,240**
102S1	**LS**	**Northside Drainage Work**	**N/A**	**N/A**	**In Progress**	**$52,240**	
103	LS	Labor Day Weekend Closure Misc. Costs	N/A	N/A	Executed 2/20/08	$173,140	($26,860)
urrent Status for West Tie-In (Phase 1)						**$40,063,064**	**$466,080**

Budget Status

The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $40M. The January 2008 revised additional cost estimate is $40.1M with a current projection of $40.1M. CCOs executed to date are $40M.

West Tie-In **Phase 2** 2b

Progress of Work

Construction/Design coordination meetings with the Contractor are ongoing as needed. Foundation work and columns are complete. Superstructure for Frames 1 and 2 have been cast. Load transfer at Frame 1 is complete with monitoring in progress. Frame 3 superstructure is in progress.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
62	LS	Construction of Phase 2 Foundations and Credits for Elimination of Bid Items 12 and 90	I&A 2/29/08	Approved 4/4/08	Executed 4/7/08	($4,649,850)	$609,150
200		**Shoring at Abutment 47A**		**TBD**	**In Progress**	**$300,000**	

71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	I&A 7/24/07	N/A	Executed 7/20/07	$384,130	N/A
108	LS	Substructure	I&A 6/20/08	Approved 6/18/08	Executed 6/25/08	$5,378,800	$720,800
117	FA	Surface Drainage (Southside)	N/A	N/A	Executed 1/6/09	$150,000	($154,645)
128		**20% of Waterline Relocation and Stringer Stiffeners**		**N/A**	**In progress**	**$154,530**	**$17,030**
134	**LS**	**20% of Project Wide Electrical Changes**		**TBD**	**In Progress**	**$460,185**	**($19,815)**
196		**Revised Electrical Lighting**		**TBD**	**In Progress**	**$70,000**	
141	LS/FA	Superstructure Construction	I&A 11/13/08	Approved 11/18/08	Executed 11/25/08	$13,200,000	$3,855,000
141S1	ACUP	Superstructure Construction Completion Incentive (Release of Frame 1 Bent Cap FW)		Approved 5/15/09	Executed 5/15/09	$1,500,000	$1,500,000
143		**Civil Work (EB Onramp and Mainline)**		**TBD**	**In Progress**	**$3,837,250**	**$0**
161	LS	T7-Line Detour	I&A 11/10/08	N/A	Executed 11/25/08	$403,965	($283,535)
168		**Superstructure Design Modifications**		**TBD**	**In Progress**	**$500,000**	**$500,000**
198		**Job Wide Stripping Plan (WTI Phase 2 Portion)**		**TBD**	**In Progress**	**$70,105**	**$0**
Current Status for West Tie-In (Phase 2)						**$21,759,115**	**$6,743,985**

Budget Status

The Contractor's bid price for the West Tie-In was $9.0M. Based on the Department's December 14, 2006 Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional $13.0M. The January 2008 revised additional cost estimate is $15.0M, with a current projection of $21.7M. The January 2008 revision is based on complete foundation plans and 65% in progress substructure and superstructure plans. CCOs executed to date are $16.4M.

East Tie-In 3

Progress of Work

Bent 52A and skid bent foundation design packages were delivered October 2007. ETI design plans for the skid bents and skid beams were delivered March 15, 2008 and truss plans were delivered April 7, 2008. Construction/Design Coordination meetings with the Contractor are ongoing.

Fabrication of the skid bent and skid beams took place at Thompson Metal Fab, Inc. in Vancouver, WA and the fabrication of the truss took place at Stinger Welding Inc. in Coolidge, AZ. All steel has arrived at the job site.

The existing SFPUC sanitary sewer pump station has been relocated with the new pump station up and running. Construction of the skid bent foundations is complete. Erection of the Skid Bent towers and beams are ongoing. Erection of the truss is complete, with the deck in progress.

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
63	FA	Advance Engineering (Work Plans and Submittals)	I&A 8/22/07	N/A	Executed 9/27/07	$800,000	N/A
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	N/A	N/A	Executed 10/10/07	$111,280	N/A
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station	I&A 12/19/07	N/A	Executed 3/17/08	$499,996	$11,986
69S2	LS	Sewer Pump Electrical Changes	I&A 2/25/09	N/A	Executed 4/08/09	$8,953	$8,953
92	FA	ETI AT&T Fiber Optic Relocation	N/A	N/A	Executed 12/17/07	$175,000	N/A
93	LS/FA	Lead Paint Mitigation Existing Truss (Span YB-4)	I&A 2/13/08	N/A	Executed 2/20/08	$563,725	**$351,145**
93S1		**Additional Lead Abatement at Span YB-4**		**N/A**	**In Progress**	**$347,420**	
104	LS	Pier E-1 Access Towers	N/A	N/A	Executed 1/30/08	$150,000	N/A

113	LS	Relocate Waterline in Conflict with Northern Skid Bent Footings	N/A	N/A	Executed 3/17/08	$167,990	$167,990
128		**20% of Waterline Relocation and ETI Exterior Stringer Stiffeners**		**TBD**	**In progress**	**$354,530**	**($332,970)**
137	LS	Pump station Water Tank Demo	N/A	N/A	Executed 6/26/08	$114,490	$114,490
90	LS	Bent 52A and Skid Bent Footings and Credits for Eliminated Bid Items 10 and 42	I&A 3/26/08	Approved 4/4/08	Executed 4/14/08	$11,308,380	**$3,974,829**
97	FA	Bent 52A and Skid Bent Footing's Material Procurement	I&A 11/06/07	N/A	Executed 11/19/07	$850,000	
121	LS	Construct Stage 1 Soil Nail Wall, Upper East Tie-In area	N/A	N/A	Executed 3/17/08	$142,670	
121S1	LS	Construct Stage 2 Soil Nail Wall, Upper East Tie-In area	N/A	N/A	Executed 3/18/09	$518,130	
162	LS	Bent A3 Shoring	I&A 3/30/09	N/A	Executed 4/01/09	$268,235	
180		**Skid Bent Footing Backfill at A4-A6 and B4-B6**		**N/A**	**In Progress**	**$237,000**	
		Backfill at Stage 1 and 2 Wall Upper ETI Area		**TBD**	**In Progress**	**$1,751,404**	
127	FA	RTU - 8 Service Platform	N/A	N/A	Executed 9/03/08	$75,000	**($82,315)**
134	**LS**	**20% of Project Wide Electrical Changes**		**N/A**	**In Progress**	**$460,185**	
196		**Revised Electrical Lighting**		**TBD**	**In Progress**	**$70,000**	
129	LS	Skid Bent and Truss Steel Erection	I&A 11/05/08	Approved 11/10/08	Executed 11/25/08	$14,712,500	**$8,018,140**
129S1	LS	Skid Bent and Truss Steel Erection Acceleration	I&A 3/09/09	Approved 3/5/09	In Progress	$535,000	
129S2	**LS**	**Skid Bent and Truss Steel Erection Incentive**		**TBD**	**In Progress**	**$1,177,000**	
179	LS	ETI Truss Steel Erection Falsework Foundations	I&A 4/20/09	N/A	Executed 4/08/09	$312,000	
181		**Skid Bent/Beam and Truss Erection Support**		**N/A**	**In Progress**	**$500,000**	
112	FA	Material Procure Skidbent (1532 Tower Legs)	I&A 1/10/08	Approved 2/4/08	Executed 2/19/08	$2,000,000	**$28,797,085**
112S1	FA	Material Procure ETI Superstructure	I&A 3/03/08	Approved 3/5/08	Executed 3/17/08	$8,500,000	
112S2	FA	Material Procure ETI Temporary Bypass Structure	I&A 6/04/08	Approved 6/16/08	Executed 6/25/08	$3,500,000	
112S3	FA	Material Procure - Additional Funds	I&A 10/31/08	Approved 11/13/08	Executed 11/25/08	$3,000,000	
116	FA/LS	Fabricate Superstructure & Skidbent	I&A 6/04/08	Approved 6/16/08	Executed 8/8/08	$14,166,180	
116S1	FA/LS	Skidbeam Design Modifications and Shipping Costs	I&A 12/19/08	Approved 12/23/08	Executed 2/3/09	$1,896,750	
140	LS	Truss Steel Fabrication	I&A 9/04/08	Approved 9/04/08	Executed 9/23/08	$10,920,525	
140S1	**ACUP**	**Truss Fabrication Incentive**		Approved 9/04/08	**In Progress**	**$300,000**	
166	LS	Skid Bent & Beam Fabrication Acceleration	I&A 12/22/08	Verbal Approval 11/06/08 Approved 12/23/08	Executed 1/28/09	$2,028,950	
166S1	ACUP	Skid Bent & Beam Fabrication Incentive		Approved 12/23/08	Executed 5/15/09	$900,000	
167	L.S.	TMF - Shop Drawing Delay		N/A	Executed 5/6/09	$632,670	
184		**Truss Design Modifications and Acceleration Costs**		**TBD**	**In Progress**	**$8,700,000**	
187		**Temporary Bracing for Truss Exterior Stringers**		**N/A**	**In Progress**	**$150,000**	
193		**Skid Beam Design Modifications**		**N/A**	**In Progress**	**$300,000**	
206		**DCCI Support Costs (Skid Bent Fabrication)**		**N/A**	**In Progress**	**$200,000**	
144	FA	Expansion Joint Mock-up	I&A 8/26/08	N/A	Executed 9/23/08	$850,000	**$2,734,972**
144S1	FA	Expansion Joint Fabrication	I&A 2/03/08	Approved 2/5/09	Executed 4/06/09	$2,900,000	
189		**Expansion Joint Seal Installation**		**TBD**	**Future**	**$1,875,000**	

149	FA	Bearing Fabrication	I&A 11/03/08	Approved 11/10/08	Executed 11/25/08	$1,600,000	**$1,951,118**
191		**Bearing Installation**		**N/A**	**Future**	**$800,000**	
153		**Concrete Deck and barrier starter steel**		**TBD**	**Future**	**$2,768,206**	**($157,526)**
154	LS	East Pile Deduct at BW6, East Pile	N/A	N/A	Executed 9/04/08	($400)	($400)
154S1	LS	Pile Anomaly Deduction at A6W & B52A	N/A	Approved 11/13/08	Executed 11/25/08	($2,183)	($2,183)
160	FA	Existing Truss Retrofit Fabrication	I&A 4/20/09	N/A	Executed 4/08/09	$350,000	**$1,033,737**
170		**Existing Truss Strengthening Erection YB-4**		**N/A**	**In Progress**	**$750,000**	
175		**Existing Truss Strengthening Erection Stability Bracing at YB 1 and YB 3**		**N/A**	**In Progress**	**$800,000**	
164	LS	ETI Steel Erection Crane Runway Trestle	I&A 11/20/08	ATP 11/14/08 Approved 12/23/08	Executed 12/6/09	$2,700,000	$2,700,000
169	LS	Skid Beam Jobsite Handling and Local Transportation Costs	I&A 1/02/09	Approved 12/23/08	Executed 2/25/09	$1,095,020	$1,095,020
171		**Bridge Roll Out / Roll In**		**TBD**	**Future**	**$10,476,190**	**$4,451,725**
172	LS	Lead Paint Abatement and Access at YB-3	I&A 12/18/08	N/A	Executed 2/4/09	$210,450	$210,450
174		**ETI Steel Barrier Rail Transition Fabrication**		**N/A**	**Future**	**$350,000**	**$350,000**
177		**Span YB-4 and Skid Bent Demolition**		**TBD**	**Future**	**$11,853,500**	**$8,627,805**
186		**TMP (Lane Closures and CMS)**		**TBD**	**Future**	**$3,000,000**	**($375,000)**
190		**ETI Steel Barrier Rail Transition Installation**		**N/A**	**Future**	**$175,000**	**$175,000**
198		**Job Wide Stripping Plan (ETI Portion)**		**TBD**	**In Progress**	**$48,415**	**$0**
202		**Barrier Rail Installation**		**TBD**	**Future**	**$600,000**	**$600,000**
		ETI OGAC on Bridge Deck		**TBD**	**Future**	**$0**	**($48,117)**
		District work - road signage, stage construction, SWPPP, Temp k-rail, etc		**TBD**	**Future**	**$268,125**	**$0**
204		**CCM's Labor Day Support Costs**		**TBD**	**Future**	**$1,150,000**	**$1,150,000**
207		**Field Design Modifications Truss – Fabrication and Erection**		**TBD**	**Future**	**$2,000,000**	**$2,000,000**
Current Status for East Tie-In						**$140,023,286**	**$67,525,934**

Budget Status

The Contractor's bid price to construct the Contractor's design for the East Tie-In was $6.0M with an additional $1.46M to demolish the remaining portion of the ETI YB-4 span. The Department's December 14, 2006 Strategy Memorandum estimated an additional cost of $34.0M to construct the Department's ETI roll out/roll in design concept. At the time, this estimate was based on minimal design information available. The January 2008 revised additional cost estimate is $72.5M, with the current projection at $140M. This revision is based on complete Bent 52A and skid bent foundation design plans and 65% skid bent, skid beam, and truss design plans. Executed CCOs to date are $88.6M.

The material procurement and fabrication cost increases (CCOs 112, 116, 140, & 166) are attributed to an increase in steel weight from the 65% to 100% designed plans, along with a market fluctuation in steel price, as well as additional costs to expedite the Skid Bent/Beam and Steel Truss fabrication work.

Yerba Buena Island Transition Structures Advance Foundations

Progress of Work

The YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3 3L – substantially completed
3R – column (2nd lift of 2) in progress
W4 4L – substantially completed
4R – column (3rd lift of 3) in progress
W5 5L – 75 of 140 piles driven

5R – work not started
W6 6L – substantially completed
6R North – column (3rd lift of 3) in progress
6R South – column (3rd lift of 3) in progress
W7 construction of the temporary soil nail wall and soldier pile shoring complete
7L North – excavation complete
7L South – column (2nd lift of 3) in progress
7R – pile driving in progress
Ramp – column (3rd lift of 3) in progress
EB On-ramp abutment – temporary shoring piles and permanent CIDH piles have been installed

Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	N/A	N/A	Executed 1/8/07	$150,000	N/A
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic Controls	I&A 3/13/07	Approved 2/15/07	Executed 4/4/07	$5,835,000	N/A
65	FA	Demo Exist Bridge Adv. Planning	N/A	Approved 4/14/08	Executed 4/18/08	$175,000	
65S1		**Demolish Exist Bridge (Bent 48 to YB-4)**		**TBD**	**In Progress**	**$9,227,660**	**$1,802,660**
192		**Cable Bracing requires for Demolition of Spans YB-1, YB-2, and YB-3**		**TBD**	**In Progress**	**$200,000**	
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	I&A 4/04/07	N/A	Executed 5/1/07	$500,000	N/A
70S1	FA	YBITS Advance – ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp	I&A 1/17/08	N/A	Executed 1/30/08	$450,000	N/A
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	I&A 10/24/07	Approved 10/30/07	Executed 11/19/07	$62,958,990	N/A
73S1		**Duct Bank Revisions**		**N/A**	**In Progress**	**$200,000**	**$200,000**
75	LS	YBITS W7R/L Foundations and Columns	I&A 4/2/08	Approved 4/3/08	Executed 4/14/08	$13,125,000	**($3,682,884)**
75S1		**Bent W7 Structure Backfill**		**TBD**	**In Progress**	**$1,750,000**	
77	LS	YBITS W4L Foundations and Columns	I&A 6/13/07	Approved 7/27/07	Executed 7/20/07	$7,125,000	N/A
78	FA	Relocation of Sewer Force Main	N/A	N/A	Executed 7/17/07	$125,057	N/A
94	**LS**	**YBITS Temp. EB Onramp Abutment Piles and Shoring**		**TBD**	**In Progress**	**$400,000**	**($1,819,850)**
118	FA	Vibration & Elev. Monitoring at W5L	N/A	N/A	Executed 2/20/08	$50,000	$50,000
118S1	FA/LS/ID	Nimitz House vibration monitoring	N/A	N/A	Executed 8/05/08	$50,050	$50,050
120	LS/Credit	CIDH Pile Mitigation Deduct	N/A	N/A	Executed 3/17/08	($400)	($400)
124	FA/LS	Seismic Monitoring & Column Grounding		N/A	Executed 11/25/08	$353,975	$353,975
126	FA	YBITS Excavation / Hazmat Disposal	I&A 4/7/08	Approved 4/3/08	Executed 4/17/08	$500,000	$400,000
145		**Revised Mass Concrete Spec. (Elimination of requirement from CCO's 73 & 75)**		**TBD**	**In Progress**	**($500,000)**	**($500,000)**
147	LS	Add Cost W4R Foundation Construction	N/A	N/A	Executed 7/21/08	$25,024	$25,024
155	FA	Excess Soil Offhaul	I&A 8/13/08	N/A	Executed 9/03/08	$500,000	$500,000
159	**LS**	**Redesign Bent W7 Soil Nail Wall**	**I&A 11/10/08**	**N/A**	**In Progress**	**$916,280**	**$916,280**
165	LS	W7 Soil Nail Wall Delay Costs	I&A 4/20/09	N/A	Executed 4/08/09	$152,208	$152,208
Current Status for YBI Transition Structures Advance Foundations						**$104,268,844**	**($1,552,937)**

Budget Status

The Department's December 25, 2006 Strategy Memorandum estimated the cost to construct Bents W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, and W7 Ramp to be $107M. In addition, the temporary E.B. onramp abutment was added at a later date with no estimate revision. The Departments December 14, 2006 Strategy Memorandum estimated the additional demolition costs for the existing bridge (Bent 48 through YB-4) to be $3.5M. The combined estimate for both was $110.5M. The January 2008 revised additional cost estimate is $105.8M with a current projection of $104.3M. Total CCOs executed to date are $92.1M.

Administrative Issues General CCOs 5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, the increased scope of work, and other necessary changes to the contract. Additionally, costs for implementing COZEEP for the East and West Tie-Ins need to be accounted for.

The following list of target milestones have been incorporated into the project schedule. This information will be revised as more detailed schedule information is developed.

	Date	Status	Notes
W3L (foundation and column up to splice zone)	March 15th, 2007	Complete	Finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	Finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008	Partial access provided	Coordinating access with SAS
Upper East Tie-In Area Available to CCM (Revised October 2008)	December 2009	Partial access provided	Coordinating access with SAS
East Tie-In Roll-Out/Roll-In Complete (Revised October 2008)	September 7th, 2009		
Project Completion (Revised May 2009)	November 10, 2010		

The Department has extended TRO compensation at the original contract rate through September 1, 2009. The Contractor has completed a TRO audit. The Department is reviewing this information so that an appropriate TRO adjustment can be negotiated.

The Department continues to pursue a resolution to the remaining NOPC issues. Of the 18 NOPC issues, only three remain outstanding. Of the three it is anticipated that Viaduct CCO #128 will resolve NOPC #6, resolution of the existing structure demolition costs will resolve NOPC #15, and resolution of the TRO costs will resolve NOPC #18.

Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
1 S2	FA	Flagging & Traffic Control	N/A	N/A	Executed 12/5/07	$200,000	N/A
1S3	FA	Flagging & Traffic Control	N/A	N/A	Executed 7/2/08	$300,000	$300,000
13S1	FA	PMIV Additional Funds	I&A 3/10/08	N/A	Executed 3/17/08	$300,000	$300,000
39S1	FA	Additional Funds for Shuttle Service to USCG			Executed 3/30/2009	$500,000	$500,000
45 S1	LS	Additional SWPPP	I&A 12/14/07	N/A	Executed 1/31/08	$350,000	N/A
51	LS	NOPC 12 & 13 Resolution	N/A	N/A	Executed 8/17/06	$25,234	N/A
52	0	Elimination of Contractor's Design of Tie-Ins	I&A 1/19/07	N/A	Executed 3/2/07	$0	N/A
53	FA	Handling and Storage of Material	I&A 11/06/06	N/A	Executed 12/8/06	$240,000	N/A
56	LS	Contractor's Design additional cost… Resolved NOPCs 2,3,4,8,9,10,11,14, and 16	I&A 2/20/08	Approved 3/5/08	Executed 3/17/08	$6,837,310	($162,690)

57	LS	Demolition of Building 206	N/A	N/A	Executed 10/18/06	$22,378	N/A
57S1	LS	Remove and Clear Building 254	N/A	N/A	Executed 6/4/07	$10,572	N/A
66S1	FA	Video/Photo Documentation Services Supplemental Funds	N/A	N/A	Executed 4/14/08	$200,000	$200,000
66S2	**FA**	**Video/Photo Documentation Services Supplemental Funds**		**N/A**	**In Progress**	**$200,000**	**$200,000**
86	LS	Additional Suspension Costs	N/A	N/A	Executed 5/19/08	$42,764	($57,236)
91	LS	Contract Days Extension/TRO Compensation to November 08	RPP 8/28/07	TBD	Executed 10/31/07	$1,818,948	N/A
91 S1	LS	Base Contract TRO Extension to September 1, 2009	I&A 10/25/07	Approved 10/30/07	Executed 11/16/07	$8,463,159	$0
91 S2	**LS**	**Global TRO adjustment and Base Contract TRO extension to December 31, 2009**		**TBD**	**In Progress**	**$12,000,000**	**($16,600,000)**
114		**TRO Audit plus adjustment**		**TBD**	**In Progress**		
96	FA	SWPPP Steep Slope Stabilization Measures	N/A	N/A	Executed 1/4/08	$190,000	$0
96S1	FA	Add Funds Shotcrete Slope at Bent 48	N/A	N/A	Executed 7/2/08	$40,000	$40,000
109	FA	MEP Coordination	N/A	N/A	Executed 1/30/08	$100,000	$0
110	FA	Geotech. Exploration Pads and Support	N/A	N/A	Executed 2/20/08	$150,000	$50,000
119	FA/LS/ID/ UP	Project Wide SWPPP	I&A 4/07/08	N/A	Executed 4/17/08	$638,939	$638,939
123	FA	Treasure Island Yard Lot Rental	I&A 4/16/08	N/A	Executed 4/17/08	$600,000	$600,000
125	FA	Project Access Paving		N/A	Executed 4/04/08	$150,000	$150,000
125S1	FA	Additional Funds, Project Access Paving	I&A 6/12//08	N/A	Executed 6/25/08	$35,000	$35,000
130	LS	Project Retention	I&A 4/07/08	N/A	Executed 4/14/08	$136,510	$136,510
131	FA	Delete Permanent Erosion Control Items		N/A	Executed 5/6/09	($74,502)	($74,502)
132	LS	Storm Damage Slope Repair (Resolved NOPC 17)		N/A	Executed 5/23/08	$23,870	$23,870
139		**Revised ESA's**		**N/A**	**In Progress**	**$0**	**$0**
142	FA	Macalla Road Sinkhole Repair		N/A	Executed 7/18/08	$150,000	$150,000
146	FA	Macalla Road Tree Trimming	N/A	N/A	Executed 7/21/08	$50,000	$100,000
146S1	FA	Add Funds Macalla Road Tree Trimming	N/A	N/A	Executed 11/25/08	$50,000	
151		Public Safety Spec Change (Suspended Load)			Executed 9/23/08	$0	$0
157		USCG Access Mitigation Stairway Design to Quarters Above		N/A	Executed 1/28/09	$150,000	$150,000
176	FA	Construction Staking	N/A	N/A	Executed 4/08/09	$100,000	$100,000
		Non CCO Charges…COZEEP, lead survey, respirator training			**In Progress**	**$1,323,000**	**$0**
182		**USCG use parking lots at WTI area Quarters 8**		**TBD**	**In Progress**	**$300,000**	**$300,000**
188		**Sound Control Requirements, pile driving restrictions**		**TBD**	**In Progress**	**$100,000**	**$100,000**
195		**USCG Stair Access to Quarters 9 along Goat Slope**		**TBD**	**In Progress**	**$800,000**	**$800,000**
203		**SSD Base Camera's**		**TBD**	**In Progress**	**$700,000**	**$700,000**
		Permanent Gawk Screen on North Side Detour Rail		**N/A**	**In Progress**	**$200,000**	**$200,000**
		PIO Office Labor Day Outreach		**N/A**	**In Progress**	**$200,000**	**$200,000**
		Macalla Road Repairs		**N/A**	**In Progress**	**$200,000**	**$200,000**
Current Status for Administrative and General CCOs						**$37,823,182**	**($10,720,109)**

Budget Status

As of January 2008 the revised additional cost estimate for Time Related Overhead, escalation issues, and job wide changes is $48.6M with the largest estimated cost being attributed to a global TRO adjustment. As Contract Change Orders for these items are negotiated, this estimate will be updated. Costs related to settlement of NOPC issues not captured here will be paid out of the contract contingency.

Additionally, the original contract allotment provided $1.3M for COZEEP. Subsequently, there were $23,000 in other charges for a lead survey and respirator training both related to the WTI Phase 1 demolition work, providing for total non-CCO related charges of $1.323M to the contract. These costs are shown here to capture costs to the project. It is also important to note that with two full bridge closures planned additional COZEEP funds may be required.

Total CCOs executed to date are $21.8M.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 6a4

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Detour Completion Date – Upcoming CCO 91, S2

Recommendation:
For Information Only

Cost:
CCO 91 - Supplemental 2: $5,494,737.30

Schedule Impacts:
CCO 91-S2 extends the contract date of completion to December 10, 2010. This CCO will also resolve all open deferred time Change Orders.

Discussion:
Contract Change Order 91-S2 is to be submitted at the July 2009 TBPOC meeting for approval. Final negotiations with the contractor are still ongoing.

The overall CCO provisions will include:

1. Increasing contract time by 465 days, completing by December 10, 2010.
2. Providing for payment of time related overhead at contract bid prices. This payment will be further adjusted under a separate CCO.
3. Adding liquidated damages for delays commencing December 10, 2010.
4. Of the 465 workings days of time extension to be granted under this change order, 435 are compensable. The final 30 days from November 10, 2010 to December 10, 2010 will be non-compensable.
5. Providing for an intermediate milestone of July 1, 2010 to complete the Yerba Buena Island Transition Structure (YBITS) Advanced Work conflicting with YBITS#1 frame 1 construction.

6. This change order is contingent upon a Labor Day (September 7, 2009) traffic switch onto the YBI Detour. In the event the traffic switch is delayed the contract completion date would need to be revised.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6b1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Transition Structures (YBITS) No. 1
Addendum No. 5

Recommendation:
APPROVAL

Cost:
$ 4,861,000 (approx)

Schedule Impacts:
N/A

Discussion:
The items in Addendum No. 5 are shown on Attachment 1: TBPOC Addendum List of Items. The master list of items planned for all addenda are shown in Attachment 2: Addenda Item List, YBITS #1 Contract, Bid Opening 12/15/09. There are planned to be two more addenda after this one.

Addendum No. 5 includes 23 separate items that covers approximately 186 plan sheet revisions. The PMT reviewed this addendum on May 26, 2009. All comments from BATA and CTC staff have been resolved and incorporated into this addendum.

Some of the key elements of this addendum are:

- Add preformed detection loops to the Transition Structure for the proposed city of San Francisco ramps
- Updates to electrical items – modifications for the extension of the light pipe and modifications for future light poles near the tunnel
- Deck treatment with methacrylate resin to replicate the color of the Skyway deck surface
- Update to the ISD specification – to cover all elements of the structure

- Working Drawing Submittal Schedule – added to clarify requirement to include submittals in the project schedule and consistency with other contracts
- Enhance specifications to avoid dependency between the eastbound and westbound construction – see matrix for specific changes
- Add item to supplemental work for the maintenance of local roads during construction
- Revisions to utility plan sheets – add existing utilities not previously shown
- Change to Areas for Contractor's Use specification – Change availability dates, created a new area, and added language for availability of a portion of Pier 7
- Award and Execution – changes to address amendments to the Standard Specifications
- OCIP specification – minor change to a reference to the Standard Specifications so as to account for amendments to the Standard Specifications
- Bike path light conduit and bike path railing – updates to reflect decisions made as a result of Skyway and OTD bike path work
- Lighting west of Bent 48 – update light pole locations and foundations for light poles for consistency with rest of bridge
- Subsurface items from YBITS advance and YBI Detour work – modify plans to show temporary shoring and other "as-built" conditions from the YBID contract and YBITS advanced work
- Update conduit and circuit schedules to reflect electrical changes
- Sound control modifications – update hours for pile driving restriction (hours restricted will now be 7pm to 12pm)
- Transportation for USCG – increasing amount for shuttle service
- Vibration monitoring - this is added
- Photo survey of existing facilities – increase amount for new buildings to be covered (new buildings: 1,2,3,4,8,9,17,18,24,25,26,27)
- Cooperation specifications – language added to include anticipated USCG construction
- Maintaining Traffic specifications – modified to indicate no delay to USCG during peak hours
- Call box anchorages/railings – added for entire length of YBITS1
- Remove redundant light pole foundation specification

Attachment(s):

1. TBPOC Addendum List of Items
2. Addenda Item List, YBITS #1 Contract, Bid Opening 12/15/09

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

TBPOC Addendum List Of Items

Subject	Method for Incorporation into Project		Notes
	Bid Documents	Addendum / CCO / Other	May 2009
Detection loop for SF proposed ramp/TOS.		✓	Advanced work for future WB YBI Ramps proposed by city of SF including adding a preformed loop detector (+$13,500) and supporting additional conduits and circuits (+$32,100)
Electrical Items a) Lightpipe concrete channel inserts. b) Electrical conduits and penetrations for the future light poles near tunnel. c) Light Pipe Limits on WB and EB		✓	Extend limits of light pipe – WB and EB structures. Add embeds and penetrations to structures to allow for the inclusion of the light pipe. Items include additional circuit breakers and additional conduits including within the duct bank. Costs: +$62,000 and +$8,7000
Deck Refinish EB and WB roadway on the YBITS structure to match Skyway.		✓	Adding methacrylate resin to replicate the color of the Skyway surface. Added bid items: 1) Treat Bridge Deck (+$68,400), 2) Furnish Bridge Deck Treatment Material (+$179,400), 3) Clean Bridge Deck (+$61,560)
ISD Specification		✓	Change to cover all locations of the Transition Structure instead of specified locations
Working Drawing Submittal Schedule specification		✓	Added $2,000,000 for the additional ISD's. Added to clarify requirement to include submittals in the project schedule and consistency with other contracts.
Enhance specifications to avoid dependency between EB & WB construction.		✓	Designated Portion of Work 1 edits: days bid in excess of 780 days will be considered non-responsive (changed to reflect bid opening delay and meet SAS contract milestone) Designated Portion of Work 3 edits: work shall be completed before the expiration of 360 working days after the completion of DPW 1 Designated Portion of Work 4 edits: work shall be completed before expiration of 420 working days after the completion of DPW 1 Overall contract duration is reduced as result of DP 1 change. Descriptions of work to be done for EB and WB are included in each DPW in the Specifications.
Maintenance of Local Roads		✓	+$500,000 (new item in Supplemental Work)
Red line revisions of the utility plan sheets		✓	Add existing utilities that were not shown previously
Change to Areas for Contractor's Use specifications		✓	Change to availability of Areas PR and FP as follows: Area PR – not available until 12/13/10 Area FP – not available until 3/17/12 New Area PRA – not available until 8/1/10 Added language regarding a portion of Pier 7 to be made available to the contractor.
Award & Execution		✓	Now addresses amendments to Standard Specifications. The contract Special Notices refer to the special provisions for language that is actually in the new amended Standard Specifications.

Subject	Method for Incorporation into Project		Notes
	Bid Documents	Addendum / CCO / Other	May 2009
OCIP specification		✓	Change reference to the Standard Specifications to account for amendments to the Standard Specifications
Bike path light conduit & bike path railing		✓	Updates to reflect decisions on the Skyway and OTD bike path railing -$3200
Lighting west of Bent 48 – pole arrangement and foundation design		✓	Update light pole locations so the light poles are consistent with rest of the bridge +$63,000
Subsurface items from YBITS advance and YBID work		✓	Modify plans to show temporary shoring and other "as-built" conditions from the YBID contract and YBITS advanced work
Update conduit and circuit schedules to reflect the electrical changes		✓	Electrical plans updated
Sound control modifications		✓	Update hours for pile driving restriction (pile driving will now be restricted between 7pm to 12pm)
Transportation for USCG		✓	Shuttle service. Increased $500,000 due to increased shuttle service costs
Vibration monitoring		✓	+$143,000, New specification. Covers Buildings 1, 2, 3, 4, 8, 9, 17, 18, 24, 25, 26, 27
Photo survey of existing facilities specifications - modify		✓	Increased $109,000 due to increase in number of buildings to be covered (Buildings 1, 2, 3, 4, 8, 9, 17, 18, 24, 25, 26, 27)
Cooperation specifications - modified		✓	Modified in anticipation of USCG construction work on YBI
Maintaining traffic specifications - modified		✓	Modified to indicate no delay to USCG during peak hours on YBI
Call box anchorages/railings		✓	Added for entire length of YBITS 1
Remove redundant light pole foundation specification		✓	

CT Toll Bridge Program
Div. of Toll Bridge Design

Addenda Item List
*YBITS #1 Contract, Bid Opening 12/15/09 **

*Approved 5/7/09 TBPOC Mtg

Item No.	Item Description	Owner	Plans (Sheets affected)	Specs	Estimate/Cost Impact? (Yes / No)	Target Delivery Dates: Consultant PS&E And ALL ITEMS DUE	Target Delivery Dates: Structure PS&E To District	Target Delivery Dates: PS&E To BATA/CTC	Target Delivery Dates: PMT Meeting Date (For Approval)	Target Delivery Dates: BATA Approval	Target Delivery Dates: TBPOC Meeting Addendum Signoff & PS&E To HQOE	Target Delivery Dates: Publish	Add. No.	Status
1	Change to Bid opening date to July 14, 2009	Mike Stone	No	Section 4	No	9/29/2008	NA	NA	10/14/2008	NA	10/15/2008	10/27/2008	1	**Complete Addendum Published**
2	Bike Path Details No. 1 remove "fiberglass" from grating callout.	Jal Birdy (JV)	Structural: Sheet 157	No	No	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
3	Add callouts for security fence to conform with roadway plans.	Jal Birdy (JV)	Structural: Sheet 6 of 17	No	No	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
4	Add Water Availability Clause	Trinh Lai	No	Yes	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
5	Add Geotechnical Report By Fugro dated 9/29/08 per SMohan	Trinh Lai	No	Edit SSP S5-280. Update Info H/O.	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
6	SCADA System. Update Spec for new technology and obtain price quote.	Brady Nadell (PB)	No	Yes	Yes	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
7	Upper Deck Polyester concrete overlay at eastern most end of the viaduct.	Jal Birdy (JV)	Sheets: SC-3, 3,4,23,25 of 209	Section 10-1.41 Section 10-1.70	Yes	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
8	Change sheet E-179. Add the word "Macalla road" to the plan sheet.	Trinh Lai	E-179	No	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
9	Changes to Gas Pipe specifications.	Trinh Lai	No	Gas Pipe	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
10	"Optional construction joint" at Hinge K	Mike Whiteside	Structural: WB Typical Section No. 7 & EB Typical Section No. 6	No	No	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
11	Class 1 Finish of Concrete	Steve Margaris	No	Concrete	Yes	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
12	EB Temp On-Ramp adjustments due to Advanced Work	Jal Birdy (JV)	Structural: Shts 1, 2, 5, 6, 7 of 13	No	Yes	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
13	Eliminate Reference to Temporary Construction Marine Access (Sheet C-5)	Trinh Lai	Sheet C-5	No	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
14	Change language in the specs for emergency access road from 24 hours to 1 hour. Access misspelled.	Trinh Lai	No	Yes	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
15	Add soil boring information on the goat hill area	Saba Mohan	Yes Sheets:LOTB & Br Plans Index	No	No	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
16	Change to Section 4 for # of days bid for designated portion of work 1	Mike Stone	No	Section 4	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
17	Changes to Areas for Contractor's Use specifications. Change availability of Area PR and Area FP from	Mike Stone	No	Yes Areas for	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
18	Cover sheet/Index of sheets. Sheets 13 through 18 are missing.	Bob Zandipour	Yes Title Sheet	No	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
19	Change to Bid Book: Max Days & Cost per Day for "B" Bid	Mike Stone	No	Yes	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
20	Change to "Notice to Bidders" for max days bid	Mike Stone	No	Yes	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
21	Add Indemnification Specification.	Jon Tapping	No	Yes 5-1.40	No	10/15/2008	NA	11/12/2008	11/17/2008	12/23/2008	12/23/2008	12/30/2008	2	**Complete Addendum Published**
22	Contractor Outreach	Derek Pool	No	Yes	No	1/15/2009	NA	2/13/2009	?	3/9/2009	3/5/2009	3/12/2009	3	**Complete Addendum Published**
23	Change Bid Open date to December 15, 2009	Mike Stone	No	Yes "Notice To Bidders"	No	NA	NA	4/27/2009	5/4/2009	5/7/2009	5/7/2009	TBD	4	**On Schedule. All items submitted.**

Addenda Item List
*YBITS #1 Contract, Bid Opening 12/15/09**

*Approved 5/7/09 TBPOC Mtg

Item No.	Item Description	Owner	Plans (Sheets affected)	Specs	Estimate/Cost Impact? (Yes / No)	Target Delivery Dates: Consultant PS&E And ALL ITEMS DUE	Structure PS&E To District	PS&E To BATA/CTC	PMT Meeting Date (For Approval)	BATA Approval	TBPOC Meeting Addendum Signoff & PS&E To HQOE	Publish	Add. No.	Status
24	Detection loop for SF proposed ramp/TOS.	Ellery - Trinh - Sean	Yes	No	Yes +$45,600 ($32,100+$13,500)	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
25	Eletrical Items a) Lightpipe concrete channel inserts stationing. b) Electrical conduits and penetrations for the future light. c) Light Pipe Limits on WB and EB	Brady Nadell (PB)	Structural: 1 sheet 84/209(633/806) Electrical: 28 sheets	Structural: None Electrical: None	Yes +$70,700 ($62,000+$8,700)	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
26	Deck Refinish EB and WB roadway on the YBITS structure to match Skyway. Add 3 bid items to BEES.	Mike Whiteside	Yes Gp redline typ. section (550/806)	Yes 10 1.41 CLEAN BRIDGE DECK (SSP 15CLDK), 10-1.695 BRIDGE DECK METHACRYLATE RESIN TREATMENT (SSP 54METH)	Yes +$309,360 ($61,560+$68,400+$179,400)	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
27	ISD Specification	Jon Tapping - ISD specs Francisco Carpio	No	Yes section 5-1.08	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
28	Working Drawing Submittal Schedule specification. Bid Item Revision.	Jon Tapping - ISD specs Mike Whiteside - As builts	No	Yes section 10-1.035	Yes +$2M	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
29	Enhance specifications to avoid dependency btwn EB & WB construction.	Mike Stone	No	Yes sections 4	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
30	Maintenance of Local Roads	Bob Zandipour	No	No	Yes +$0.5M for Supp Funds	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
31	Red line revisions of the utility plan sheets	Bob Zandipour	Yes	No	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
32	Change to Areas for Contractor's Use	Mike Stone	Yes Sheet 18/806 (C-6)	Yes section 5-1.11	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
33	Award & Execution	Rob Kobal	No	Yes Section 3	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**

Addenda Item List
*YBITS #1 Contract, Bid Opening 12/15/09**

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Item No.	Item Description	Owner	Plans (Sheets affected)	Specs	Estimate/Cost Impact? (Yes / No)	Target Delivery Dates: Consultant PS&E And ALL ITEMS DUE	Structure PS&E To District	PS&E To BATA/CTC	PMT Meeting Date (For Approval)	BATA Approval	TBPOC Meeting Addendum Signoff & PS&E To HQOE	Publish	Add. No.	Status
34	OCIP specs	Rob Kobal	No	Yes Section 5-1.33	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
35	Bike Path Light Conduit & Bike Railing. Bid item revision.	Lighting & Elect. Brady Nadell (PB) Bike Railing Jal Birdy (JV)	Structural: Shts 162, 163, 164, & 165 (Bike Path Railing Det Nos 1, 2, 3 & 4). Roadway: Rdwy Lighting sht E-175	No	Yes Elect. - $3,200	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
36	Lighting west of Bent 48. Pole arrangement, foundation design, and concrete barrier. New bid item.	Bob - Clive - JV - PB	Yes Sheets E-174, E-174A, C-7	Yes 10-3.20 10-1.41 10-1.77	Yes +$62,980	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
37	Indicate subsurface items constructed in YBITS advance & detour work.	Jal Birdy (JV)	No 59 shts in info handout	Yes 5-1.07	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
38	Update conduit and circuit schedules to reflect the electrical design changes.	Brady Nadell (PB)	Yes 103 sheets to be revised.	No	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
39	Sound Control Requirements (Pile Driving)	Bob Zandipour Rob Kobal	No	Yes Section 5-1.19	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
40	Transportation for USCG specs to be modified. Bid item revision.	Rob Kobal	No	No	Yes + $500,000	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
41	Vibration monitoring specs to be added. New bid item.	Rob Kobal	No	Yes 10-1.435	Yes. New bid item. + $143,000	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
42	Photo Survey of Existing Facilities specs to be modified. Bid item revision.	Rob Kobal	No	Yes section 10-1.43	Yes + $109,000	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
43	Cooperation specs to be modified.	Rob Kobal	No	Yes section 10-1.20	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
44	Maintaining Traffic specs to be modified.	Rob Kobal	No	Yes section 10-1.31	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
45	Call boxe anchorages for the entire YBI #1 project	Jal Birdy (JV)	Yes Sheet E-172A	No	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
46	Reduce the "Designated Portion of Work 1" duration to 780 days. Bid Book revision required.	Mike Stone	No	Yes Section 4 Bid Book	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**

Addenda Item List
*YBITS #1 Contract, Bid Opening 12/15/09**

*Approved 5/7/09 TBPOC Mtg

Item No.	Item Description	Owner	Plans (Sheets affected)	Specs	Estimate/Cost Impact? (Yes / No)	Target Delivery Dates: Consultant PS&E And ALL ITEMS DUE	Structure PS&E To District	PS&E To BATA/CTC	PMT Meeting Date (For Approval)	BATA Approval	TBPOC Meeting Addendum Signoff & PS&E To HQOE	Publish	Add. No.	Status
47	Remove redundant light pole foundation specification.	Steve Margaris	No	Yes Section 10-3.21	No	4/17/2009	4/24/2009	5/13/2009	5/26/2009	6/4/2009	6/4/2009	6/11/2009	5	**On Schedule. All items submitted.**
48	Small Business Utilization Report require the contractor to submit a monthly utilization of small businesses and DVBE's. A form will be provided.	Derek Pool	No	Yes SB/DVBE specification	Yes $'s for reports/forms	6/19/2009	7/3/2009	7/20/2009	7/27/2009	8/6/2009	8/6/2009	8/20/2009	6	**On Schedule Items in progress.**
49	Temporary Support at Cantilever End of YBI	Steve Margaris	Yes	Yes Section 10-1.59	Yes	6/19/2009	7/3/2009	7/20/2009	7/27/2009	8/6/2009	8/6/2009	8/20/2009	6	**On Schedule Items in progress.**
50	Risk response to falsework exposure.	Mike Whiteside	No	Yes Section 10-1.59	Yes $600,000 for Supplemental Funds	6/19/2009	7/3/2009	7/20/2009	7/27/2009	8/6/2009	8/6/2009	8/20/2009	6	**On Schedule Items ready.**
51	Bridge Deck Tining: To reduce traffic noise specifications will be changed to require longitudinal tining as opposed to transverse required by current specification.	Steve Margaris / Ric Maggenti	No	Yes Section 10-1.59 CONCRETE STRUCTURES	No	6/19/2009	7/3/2009	7/20/2009	7/27/2009	8/6/2009	8/6/2009	8/20/2009	6	**On Schedule Items ready.**
52	Add: (1) Working drawing campus specification (2) Plot plan of pier 7 & Quit claim deed & real estate agreement to info H/O (3) New bid item to BEES	Trinh Lai Rashal Sheena	No Info Handout Item	Yes Section 10-1.036 Section 5-1.07 Section 5-1.11	Yes +$1.2M Wrkg Drwg Campus	6/19/2009	7/3/2009	7/20/2009	7/27/2009	8/6/2009	8/6/2009	8/20/2009	6	**On Schedule. All items submitted.**
53	Modify WB Structure to facilitate connection of the WB YBI Ramps to be constructed at a later date. Modifications include: 1) Additional Reinforcing a) dowels with couplers along the north edge of deck b) reinforcement (with couplers) at W9L and W5L c) reinforcement (with couplers) at diaphragms between W5L and W4L d) couplers at currently detailed reinforcement at cap of W4L & some diaphragms between W4L & W3L e) add inserts in the soffit slab to support extension of WB off ramp spine 2) Additional Concrete	Jal Birdy (JV)	Yes, 39 sheets Revised 1-5, 18, 20, 21, 24, 29-31, 40, 42-46, 65, 66, 70-72, 84, 87, 96, 98, 111, 162-165 of 209 New 32A, 42A, 44A, 45A, 45B, 72A, 97A	No	Yes +$688,650 ($378,000+$310,650)	6/19/2009	7/3/2009	7/20/2009	7/27/2009	8/6/2009	8/6/2009	8/20/2009	6	**On Schedule. All items submitted.**
54	Specification changes due to SAS schedule evolution.	Mike Stone	No	Yes Areas for Contr's Use Section 5-1.11	No	8/28/2009	9/4/2009	9/14/2009	9/21/2009	10/1/2009	10/1/2009	10/30/2009	7	**On Schedule Place holder to incorporate SAS changes.**
55	Changes to Design Plan from ISD Analysis	Ade Akinsanya	Yes Sheets: TBD	No	No	8/28/2009	9/4/2009	9/14/2009	9/21/2009	10/1/2009	10/1/2009	10/30/2009	7	**On Schedule. Plan changes being made as issues are identified.**

Deleted Items

1	Concrete curing of 75 days instead of 90 days	Mike Whiteside	Hinge K Closure Details No. 1 (Sheet 118) RED	None	No	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/2/2008	12/2/2008	12/9/2008	2	DELETED

CT Toll Bridge Program
Div. of Toll Bridge Design

Addenda Item List
*YBITS #1 Contract, Bid Opening 12/15/09 **

*Approved 5/7/09 TBPOC Mtg

REV. DATE: 5/27/2009
5/5

Item No.	Item Description	Owner	Plans (Sheets affected)	Specs	Estimate/Cost Impact? (Yes / No)	Target Delivery Dates: Consultant PS&E And ALL ITEMS DUE	Target Delivery Dates: Structure PS&E To District	Target Delivery Dates: PS&E To BATA/CTC	Target Delivery Dates: PMT Meeting Date (For Approval)	Target Delivery Dates: BATA Approval	Target Delivery Dates: TBPOC Meeting Addendum Signoff & PS&E To HQOE	Target Delivery Dates: Publish	Add. No.	Status
2	Change square opening to round	Mike Whiteside	Eastbound Girder Layout No. 1 (str. Sheet 89) RED	No	No	10/15/2008	1/0/1900	10/22/2008	10/29/2008	11/4/2008	11/4/2008	11/19/2008	1	DELETED
3	EQ Loading on Temp Shoring	Steve Margaris	None	Yes	No	10/15/2008	10/29/2008	11/12/2008	11/17/2008	12/2/2008	12/2/2008	12/9/2008	2	DELETED
4	Request for environmental permit changes from agencies like NOAA,BCDC due to smaller marine	Trinh Lai				1/15/2009	NA	2/12/2009	2/23/2009	3/3/2009	3/3/2009	3/10/2009	3	DELETED
5	DVBE (spec), small business specs , and a Web site for Outreach.	Fernando - Trinh Trinh Lai	No	Yes	No	4/10/2009	NA	5/8/2009	5/18/2009	6/4/2009	6/4/2009	6/11/2009	4	DELETED
6	Redesign for intermediate PS anchorages in EB and WB Frame 2 to accommodate falsework removal.	Jal Birdy (JV)	Yes	No	Yes	1/15/2009	1/29/2009	2/12/2009	2/23/2009	3/5/2009	3/5/2009	3/12/2009	4	DELETED
7	As-builts from Advance Work	Jon Tapping - ISD specs Mike Whiteside - As builts	Information Handout	Yes	No	4/10/2009	4/24/2009	5/8/2009	5/18/2009	6/4/2009	6/4/2009	6/11/2009	5	DELETED
8	Potential minor changes required on PB's electrical design to accommodate the revised TOS items.	Brady Nadell (PB)	Yes	No	No	4/10/2009	4/24/2009	5/8/2009	5/18/2009	6/4/2009	6/4/2009	6/11/2009	4	DELETED
9	Demo Existing & WB Construction	?	?	?	?	4/10/2009	4/24/2009	5/8/2009	5/18/2009	6/4/2009	6/4/2009	6/11/2009	4	DELETED
10	Plan sheet C-6 to be modified. Highlight historic district as inaccessible to the contractor.	Rob Kobal	No	Yes		4/10/2009	4/24/2009	5/8/2009	5/18/2009	6/4/2009	6/4/2009	6/11/2009	4	DELETED
11	Design detail for YBI-1 and SAS underground conduit interface.	Brady Nadell (PB)	Yes	No	No	4/10/2009	4/24/2009	5/8/2009	5/18/2009	6/4/2009	6/4/2009	6/11/2009	4	DELETED
12	Allow for the SAS contractor to add TOS elements such that SAS contractor will then be the single contractor to install all TOS elements for the entire westbound bridge	Steve Hulsebus	No	Yes	No	4/10/2009	4/24/2009	5/8/2009	5/18/2009	6/4/2009	6/4/2009	6/11/2009	4	DELETED
13	Pipe Piling Specification Update	Steve Margaris	No	Yes	No	6/19/2009	7/3/2009	7/20/2009	7/27/2009	8/6/2009	8/6/2009	8/20/2009	5	DELETED
14	Remove A+B bidding. Change Bid Book.	Mike Stone	No	Yes	No	6/19/2009	7/3/2009	7/20/2009	7/27/2009	8/6/2009	8/6/2009	8/20/2009	6	DELETED

Status Legend:
Complete -
On Schedule -
In Progress -
Late -

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** May 28, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6c

Item- San Francisco-Oakland Bay Bridge Updates
Oakland Touchdown (OTD) No. 1 Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Oakland Touchdown (OTD) No. 1 contract is making good progress, as demonstrated by the following highlights (as of May 27, 2009):

Westbound:

- Frame 1 and 2 completed
- Hinge EW: both pipe beams have been successfully slid into place from the Skyway to the OTD1 structure. The structure alignment between Skyway and OTD1 going well.
- Westbound Roadway section continues with the installation of cellular concrete, and preparation for structural approach slab by abutment 23L

Eastbound:

- Substructure work is complete
- Working on Frame 1 - spans 18 and 19 rebar operation
- Continuing falsework placement for span 17

General:

- Demonstration light poles delivery in the 3rd week of June
- Mole Substation - Preparing for floor slab concrete work

The contractual completion of the Westbound bridge is 10/18/2009 with a forecast completion date of 9/3/2009. The contractual completion for the entire contract is May 2010; however, given the current progress, the project may be completed in early April 2010.

Attachment(s):

1. OTD No. 1 recent photos
2. OTD No. 1 Progress Diagram, as of May 20, 2009

Hinge Pipe EW pulled from Skyway to OTD1


OTD1 Westbound
Skyway Westbound

Hinge Pipe EE entering into OTD1

OTD1 Eastbound Looking East

OTD1 Eastbound Looking West

OTD1 Westbound Cellular Concrete Section

OTD1 Wesbound Falsework Removed

Progress Status as of May 20, 2009

Contract No 04-0120L4
SFOBB Seismic Retrofit Project
Oakland Touchdown No. 1
Progress Diagram

Legend

Work in Progress

Completed Work

Roadway Deck

Bent Cap, Stem, and Soffit

Columns

Pedestal

Pier Footing

Rat Slab/Shear Ring

Piles

Hinge EW Pipe Beam Installation

Span 17 Falsework Removal

Hinge FW Rebar on Site

?

Hinge EW

Hinge FW

Frame 1

Frame 2

To Skyway / SF

WESTBOUND

To Oakland

Bents E17L E18L E19L E20L E21L E22L Abutment E23L

Mole Substation Floor Rebar Placement

Mole Substation Conduit Placement

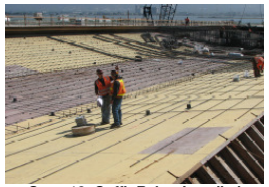
Light Fill Behind Abutment Backwall

WB Roadway Drain Pipe Installation

WB Roadway Excavation

Span 16: Falsework Erection

Span 17: Soffit Form Placement



Span 18: Soffit Rebar Installation

Cap Beam E19R Rebar Installation

Span 19: Soffit Rebar Installation

Pier E22R: Cofferdam Removal & Backfill

Work in Progress

Completed Work

Roadway Deck

Bent Cap, Stem, and Soffit

Columns

Pedestal

Pier Footing

Rat Slab/Shear Ring

Piles

Hinge EE

Frame 1

To Skyway / SF

EASTBOUND

To Oakland

Bents E17R E18R E19R E19AR E20R E21R E22R Abutment E23R

ITEM 7: OTHER BUSINESS

No Attachments